



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Randy Baez, Associate Planner

DATE: September 1, 2022

SUBJECT: **Project Name: Vineyard Retail LLC dba Legendary Oxnard - Commercial Cannabis Business Retail Special Use Permit (SUP);** Planning and Zoning Permit No. 21-516-05 (Retail); Located at 2561 North Vineyard Avenue (APN: 132-0-043-190).

1) Recommendation: That the Planning Commission (“**Commission**”)

- a) Finds the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities), and
- b) Adopt Resolution 2022-XX approving Planning and Zoning Permit No. 21-516-05 (Special Use Permit – Cannabis: Retail), subject to certain findings and conditions.

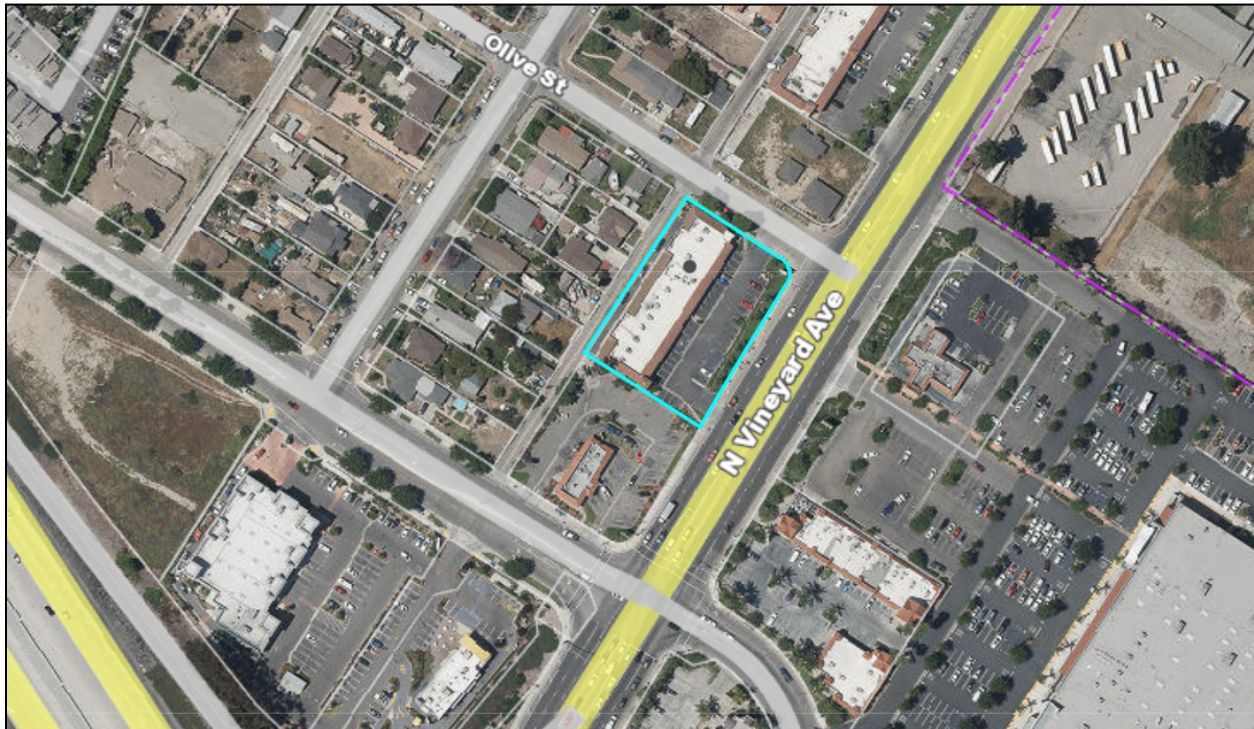
2) Project Description and Applicant: A request to permit the operation of a commercial cannabis retail facility within an existing 2,281 square-foot commercial suite of an approximately 13,230 square-foot multi-tenant commercial building on a 0.84-acre site located at 2561 North Vineyard Avenue (APN: 132-0-043-190) within the General Commercial Planned Development (C-2-PD) zone. Proposed development includes tenant improvements: installation of interior wall partitioning, plumbing upgrades, upgrades to an existing fire alarm system, security upgrades to the existing building, and installation of new secure doors/windows, and parking lot improvements (Attachment B). Cannabis retail operations will be conducted between the hours from 9:00 AM to 9:00 PM daily. For the purposes of this Staff Report, the foregoing project description shall be referred to as the “**Project**”. Filed by Michael Allen (“**Applicant**”), on behalf of Vineyard Retail LLC dba Legendary Oxnard.

3) Existing & Surrounding Land Uses: The 0.84-acre property is developed with a 10,834 square-foot commercial building and associated site improvements. The project will be located within the 13,230 square-foot commercial building located at 2561 North Vineyard Avenue. The nearest established sensitive use is Vineyards Park (Public Park), located approximately 1,000 feet northwest of the project site which is outside the required

600-foot radius away from a sensitive use. The following table identifies the General Plan and zoning designations of the project site and adjacent properties:

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Shopping Center
North	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Residential
South	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Drive-through Restaurant
East	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Shopping Center
West	Residential Low (RL)	Single-Family Residential Planned Development (R-1-PD)	Residential

Exhibit A



4) Background Information:

Cannabis Regulations

In April 2018, the City Council adopted a cannabis delivery ordinance including permit fees (Ord. No. 2937 - Chapter 11, Article XV). In January 2019, the State legalized cannabis delivery by state-licensed firms and eliminated the City's ability to regulate cannabis delivery.

On June 18, 2019, the City Council adopted Ord. No. 2960 establishing regulations pertaining to manufacturing, testing, and distribution of cannabis. On October 1, 2019, the City Council adopted Ord. No. 2965, modifying the discretionary permitting process along with other non-substantive ordinance adjustments pertaining to manufacturing, testing, and distribution of cannabis. On December 17, 2019, the City Council adopted Ord. 2972 establishing regulations for retail cannabis (dispensary) uses. On September 15, 2020, the City Council adopted Ord. No. 2985 to permit cannabis retail dispensaries in the downtown zones ("Downtown-Core" and "Downtown-General"), and updated the cannabis regulations in the City's newly adopted Industrial Code (Chapter 16 of the OCC). On October 20, 2020, the City Council adopted a cannabis local equity program.

On December 1, 2020, the City Council adopted Ord. No. 2994 (Attachment C) establishing regulations to repeal and readopt the former City's Commercial Cannabis Regulations pertaining to cannabis manufacturing, distribution, testing, and retail dispensaries contained in Chapter 11, Article XVII ("Code"). The City Council also repealed Chapter 11, Article XV (Medical Cannabis Delivery), and Chapter 7, Article XVI (Cannabis and Medical Cannabis Activities) due to State legalization of state-licensed cannabis delivery operators.

Development History

The project area is part of the Vineyard Center shopping center. On January 16, 1986, the Planning Commission conditionally approved Planned Development No. 418 through Resolution No. 6851. The 13,230 square-foot shopping center was then built in the late 1980s. Permits for various tenant improvements have been approved to accommodate the turnover of general commercial establishments.

Commercial Cannabis Retail License Selection

In early 2021, Vineyard Retail LLC dba Legendary Oxnard filed for a request to obtain a Commercial Cannabis Business Permit for a 2,281 square-foot cannabis retail facility.

On March 7, 2022, Vineyard Retail LLC dba Legendary Oxnard was awarded a conditional Commercial Cannabis Business Permit for cannabis retail (Attachment D). In order to successfully commence and inaugurate the Commercial Cannabis Business Permit, Vineyard Retail LLC dba Legendary Oxnard is required to receive approval of a SUP as specified within OCC Section 11-457.

5) Environmental Determination:

In accordance with Section 15301, Class 1 (Existing Facilities) of the State California Environmental Quality Act (CEQA) Guidelines, projects involving “negligible or no expansion of use beyond that existing at the time of the lead agency’s determination” may be found to be exempt from the requirements of CEQA. The Project involves a request for retailing of cannabis products within an existing commercial building, the project request will not increase the square footage of the existing building. None of the Exceptions to the Exemptions (Section 15300.2) apply to the Project to make the Exemption inapplicable. Therefore, staff recommends that the Planning Commission find that the Project is Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities) (Attachment E).

6) Analysis:

a) General Discussion:

As discussed below, the Project has been found to be consistent with the General Plan, General Commercial zone, and the OCC.

In accordance with OCC Section 11-473(A) and 11-473(B), permitted uses within the General Commercial zone, includes a commercial cannabis business retail of cannabis, provided that the owner has first obtained a commercial cannabis business permit per discretionary cannabis use pursuant to Article XVI, Chapter 11 of the OCC (SUP for retail). The site will be secure at all times by the use of proper security measures as reviewed by the Police Department.

b) General Plan, and Zoning Consistency:

General Plan Consistency:

The City’s 2030 General Plan land use designation for the subject site is Commercial General (CG), which allows for retail centers and free-standing commercial uses along arterials. The proposed Project is consistent with the 2030 General Plan and the property’s land use designation (Attachment F).

Zoning Consistency:

The Project is within the General Commercial Planned Development (C-2-PD) zone. The C-2-PD is intended to provide a wide range of commercial uses including retail. As demonstrated within the table of Attachment G, the Project, as conditioned, is in compliance with the General Commercial Planned Development zone.

Location and Design of Cannabis Business Requirements:

In accordance with OCC Section 11-473 (Location and Design of Cannabis Business), the retail sale of cannabis products is a conceptually permitted use on the property subject to relevant requirements. As demonstrated in the table of Attachment H, the Project has been found to be in compliance with Section 11-473.

As demonstrated within the referenced table attachments, this Project is consistent with the City's General Plan, General Commercial Planned Development zone, and Section 11-473 (Location and Design of Cannabis Business). Therefore, with approval of this permit, the proposed use is consistent with the zoning designation of the property.

c) Circulation and Parking:

Vehicular access to the site will occur via an existing 25-foot drive isle from Vineyard Avenue, and one 25-foot drive isle from Olive Street to the north. The project will have one dedicated loading space at the rear of the building to accommodate unloading of cannabis products.

The project site was originally parked at 1 parking space per 300 square feet of gross commercial area. The site has an existing inventory of 45 vehicle spaces, which includes standard, compact, parallel, and accessible spaces.

The Project proposes to make parking lot improvements to include a new accessible path of travel to the sidewalk along Vineyard Avenue.

The complete assessment of parking is outlined in the following table:

USE TYPE & SQUARE FOOTAGE	PARKING STANDARD	PARKING REQUIRED	PROPOSED	COMPLIES?
Shopping Center - Neighborhood (Legal Non-Confirming) 10,834 square feet	1 per 300 square feet of area	36	45	Yes
Retail Cannabis Use 2,351 square feet	1 per 250 square feet of area	9		Yes

Total Provided
Parking: :

45 Parking Spaces

45 Parking Spaces

5 Bicycle Spaces

10 Bicycle Spaces

d) Police Department Review:

With implementation of the recommended operating conditions, the Police Department anticipates the retail of cannabis products will have little, if any, adverse impact on area crime or demand for policing services. Several conditions of approval have been incorporated into the draft resolutions of approval (Attachments J) in order to reduce the risk for potential policing problems in the future. The Applicant has accepted all proposed conditions of approval.

7) Cannabis Review Committee: The Project was reviewed by the Cannabis Review Committee (CRC) on April 25, 2022. Conditions of approval from CRC are included in the attached Resolution.

8) Community Workshop and Public Input:

The project site is located within the El Rio West Neighborhood, and on the border of the El Rio Neighborhood. On July 7, 2022, the site was posted with Project details and Community Workshop information, and the Developer mailed out 189 meeting agenda notices to the residents of the El Rio West Neighborhood. On July 18, 2022, the project was presented to the public during a Community Workshop meeting. There were approximately 10 members that participated at the Community Workshop for this item. Staff did not receive any comments during the meeting regarding the cannabis retail facility.

9) Appeal Procedure:

In accordance with OCC Section 16-545, the Planning Commission's action on Planning and Zoning Permit No. 21-516-05 (Commercial Cannabis Retail- Special Use permit) may be appealed to the City Council within 18 days after the decision date. Appeal forms may be obtained from the City Clerk's Office and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the City Council is not filed within 18 days of the Planning Commission's decision, the decision of the Planning Commission shall be deemed final.

Attachments:

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. Cannabis Ordinance No. 2994
- D. Vineyard Retail LLC, dba Legendary Oxnard Conditional Commercial Cannabis Business Permit
- E. Notice of Exemption
- F. 2030 General Plan Consistency Chart
- G. Zoning Consistency Chart
- H. Location and Design of Cannabis Business Consistency Chart

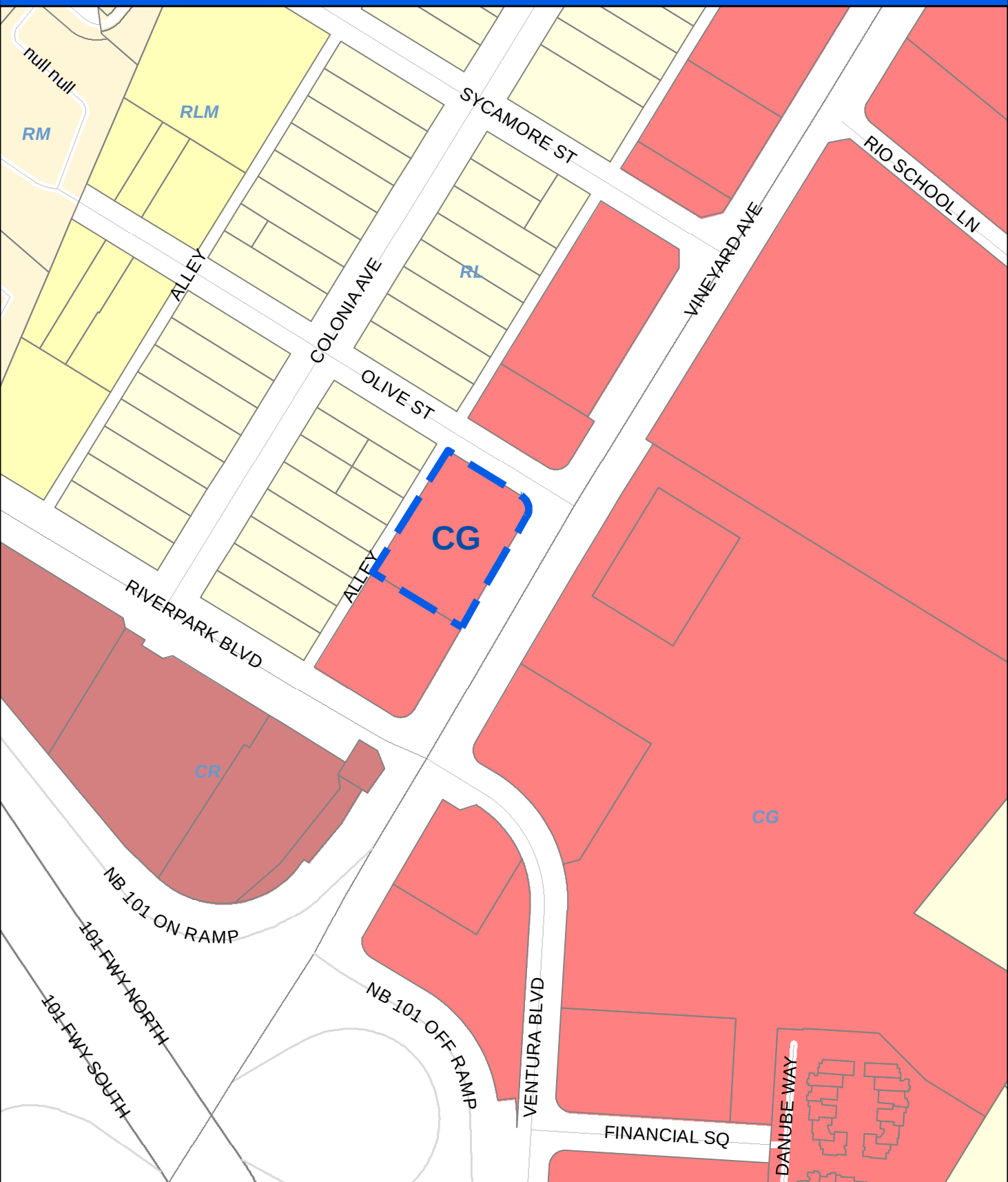
PZ No. 21-516-05, Vineyard Retail LLC dba Legendary Oxnard (Cannabis Retail - SUP)
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- I. Draft Resolution of Approval for Commercial Cannabis Retail
- J. Staff Presentation

Vicinity Map

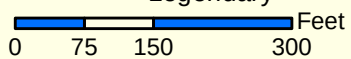


2030 General Plan Land Use Map



Oxnard Planning
August 16, 2022

PZ 21-516-05
Location: 2561 N Vineyard Ave
APN: 11320043190
Legendary

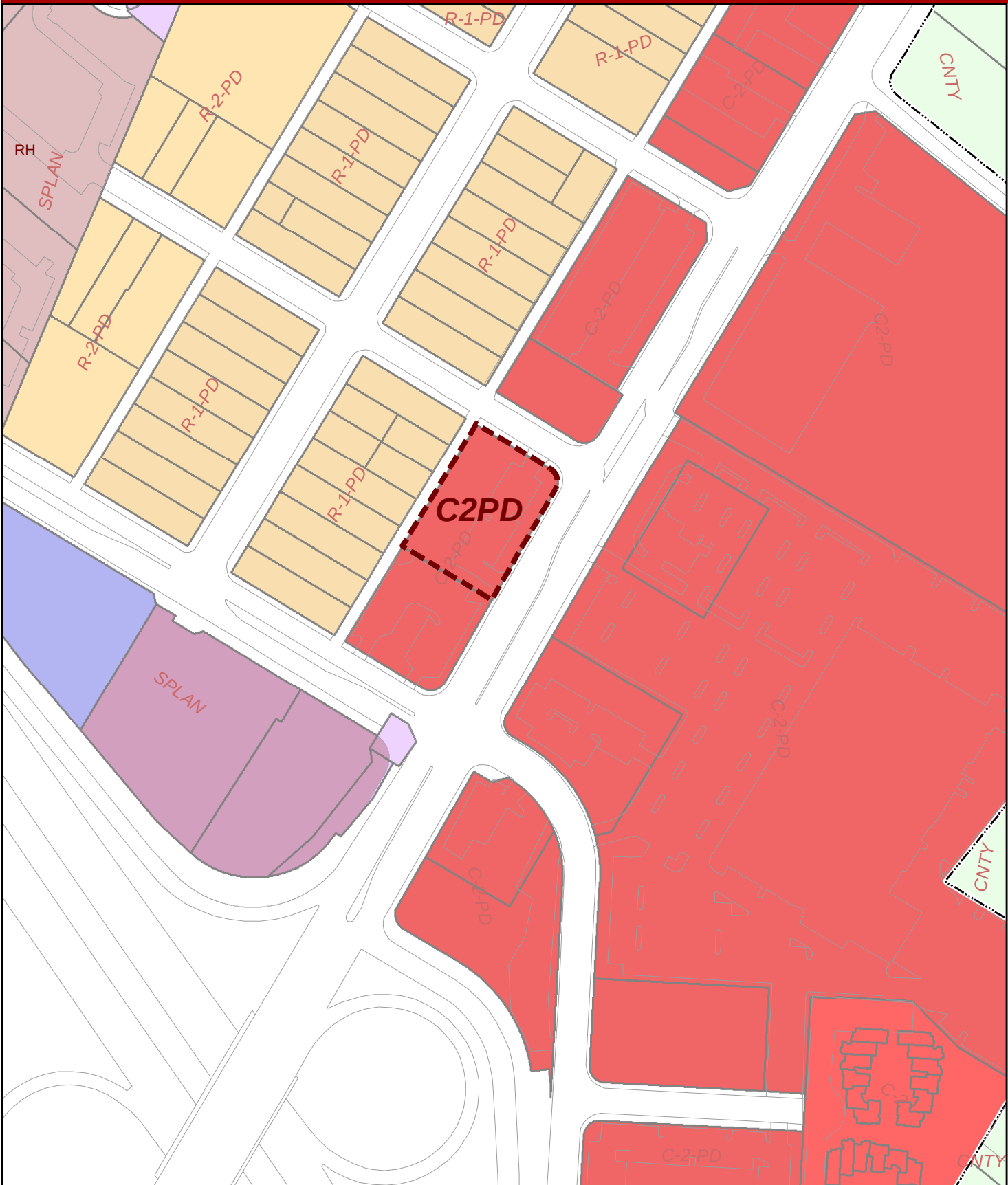


2030 General Plan Land Use Map

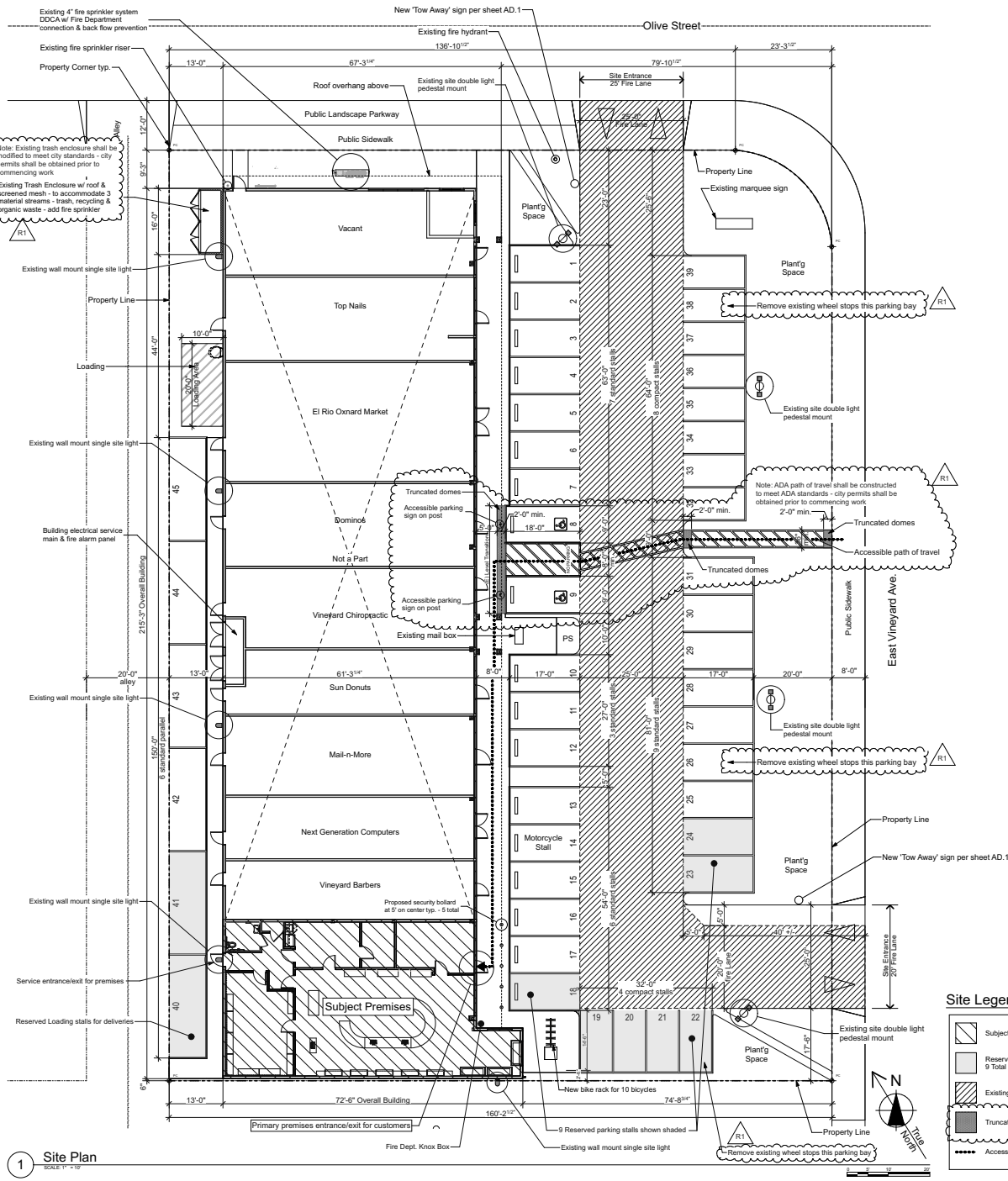


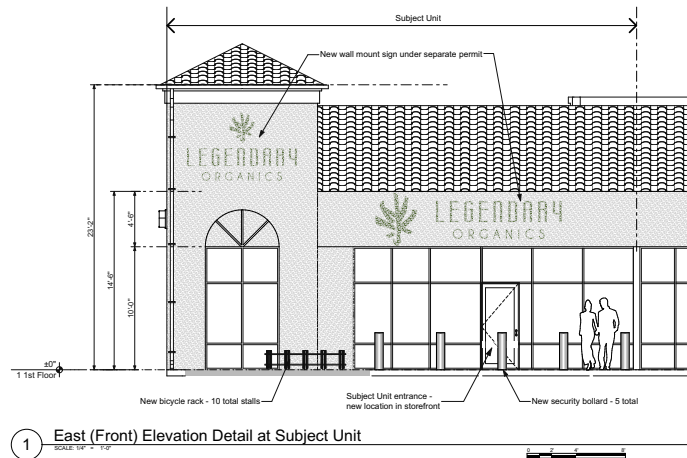
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Zoning/Specific Plan Map









A.3

ORDINANCE NO. 2994

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD, CALIFORNIA REPEALING AND READOPTING ARTICLE XVII OF CHAPTER 11 OF THE OXNARD CITY CODE (OXNARD CITY CODE SECTIONS 11-450 TO 11-496) REGARDING COMMERCIAL CANNABIS ACTIVITY, REPEALING CHAPTER 7, ARTICLE XVI OF THE OXNARD CITY CODE (OXNARD CITY CODE SECTION 7-280 TO 7-285) REGARDING CANNABIS AND MEDICAL CANNABIS MEDICAL ACTIVITIES, AND REPEALING ARTICLE XV OF CHAPTER 11 OF THE OXNARD CITY CODE (OXNARD CITY CODE SECTIONS 11-390 TO 11-403) REGARDING MEDICAL CANNABIS DELIVERY

The City Council of the City of Oxnard does hereby ordain as follows:

Section 1. Article XVII of Chapter 11 of the Oxnard City Code regarding Commercial Cannabis Activity is hereby repealed and readopted to read as follows:

“ARTICLE XVII. COMMERCIAL CANNABIS ACTIVITY

SEC. 11-450. PURPOSE AND INTENT.

It is the purpose and intent of this article to implement the provisions of the Medicinal and Adult Use Cannabis Regulation and Safety Act (“MAUCRSA”) to accommodate the needs of medically-ill persons in need of and provide access to cannabis for medicinal purposes as recommended by their health care provider(s), and to provide access to adult-use for persons over the age of 21 as authorized by the Control, Regulate and Tax Adult Use of Cannabis Act (“AUMA” or “Proposition 64” enacted by California voters in 2016), while imposing sensible regulations on the use of land to protect the city’s residents, neighborhoods, and businesses from disproportionately negative impacts. As such, it is the purpose and intent of this article to regulate the Cultivation, Processing, manufacturing, testing, Sale, Delivery, Distribution, and transportation of Cannabis and Cannabis Products in a responsible manner to protect the health, safety, and welfare of the residents of the city and to enforce rules and regulations consistent with state law. It is the further purpose and intent of this article to require all commercial cannabis operators to obtain and renew annually a permit to operate within the city. Nothing in this article is intended to authorize the possession, use, or provision of Cannabis for purposes that violate state or federal law. The provisions of this article are in addition to any other permits, licenses and approvals which may be required to conduct business in the city, and are in addition to any permits, licenses and approval required under state, city, or other law.

SEC. 11-451. LEGAL AUTHORITY.

Pursuant to Sections 5 and 7 of Article XI of the California Constitution, the provisions of the MAUCRSA, any subsequent state legislation and/or regulations regarding same, the city is authorized to adopt ordinances that establish standards, requirements and regulations for the

licensing and permitting of Commercial Cannabis Activity. Any standards, requirements, and regulations regarding health and safety, security, and worker protections established by the state, or any of its departments or divisions, shall be the minimum standards applicable in the city to all Commercial Cannabis Activity.

SEC. 11-452. CANNABIS CULTIVATION AND COMMERCIAL CANNABIS ACTIVITIES PROHIBITED UNLESS SPECIFICALLY AUTHORIZED BY THIS ARTICLE.

Except as specifically authorized in this article, the commercial Cultivation, Manufacture, Processing, storing, laboratory testing, Labeling, Sale, Delivery, Distribution or transportation (other than as provided under Cal. Bus. and Prof. Code Section 26090(e)), of Cannabis or Cannabis Product is expressly prohibited in the city.

SEC. 11-453. COMPLIANCE WITH STATE AND LOCAL LAWS.

It is the responsibility of the Owners and operators of a Commercial Cannabis Business to ensure that it is always operating in a manner compliant with all applicable state and local laws, and any regulations promulgated thereunder. Nothing in this article shall be construed as authorizing any actions that violate federal, state or local law with respect to the operation of a Commercial Cannabis Business. It shall be the responsibility of the owners and the operators of a Commercial Cannabis Business to ensure that the Commercial Cannabis Business is, at all times, operating in a manner compliant with all applicable federal, state and local laws, including the MAUCRSA, and any subsequently enacted state law or regulatory, licensing, or certification requirements, and any specific, additional operating procedures or requirements which may be imposed as conditions of approval of the local Commercial Cannabis Business Permit. Nothing in this article shall be construed as authorizing any actions that violate federal or state law regarding the operation of a Commercial Cannabis Business.

SEC. 11-454. DEFINITIONS.

When used in this article, the following words shall have the meanings ascribed to them as set forth herein. Any reference to California statutes includes any regulations promulgated thereunder and is deemed to include any successor or amended version of the referenced statute or regulatory provision.

(A) A-LICENSE - A state license issued by the Bureau of Cannabis Control for Cannabis or Cannabis Products that are intended for adults 21 years of age and over and who do not possess physician's recommendations.

(B) A-LICENSEE - Any person holding a license for Cannabis or Cannabis Products that are intended for adults 21 years of age and over and who do not possess physician's recommendations.

(C) APPLICANT - An Owner applying for a Commercial Cannabis Business Permit pursuant to this article.

(D) BATCH - A specific quantity of homogeneous Cannabis or Cannabis Product that is one of the following types:

(1) HARVEST BATCH - A specifically identified quantity of dried flower or trim, leaves,

and other Cannabis plant matter that is uniform in strain, harvested at the same time, and, if applicable, cultivated using the same pesticides and other agricultural chemicals and harvested at the same time.

(2) MANUFACTURED CANNABIS BATCH - Either of the following:

(a) An amount of Cannabis concentrates or extract that is produced in one production cycle using the same extraction methods and standard operating procedures.

(b) An amount of a type of manufactured Cannabis produced in one production cycle using the same formulation and standard operating procedures.

(E) BUREAU - The Bureau of Cannabis Control within the Department of Consumer Affairs, formerly named the Bureau of Marijuana Control, the Bureau of Medical Cannabis Regulation, and the Bureau of Medical Marijuana Regulation, or its successor.

(F) CANNABIS - All parts of the Cannabis sativa Linnaeus, Cannabis indica, or Cannabis ruderalis, whether growing or not; the seeds thereof; the resin, whether crude or purified, extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds, or resin. Cannabis also means the separated resin, whether crude or purified, obtained from cannabis. Cannabis does not include the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination. For the purpose of this article, Cannabis does not mean “industrial hemp” as defined by Cal. Health and Safety Code Section 11018.5 or Cal. Food and Agricultural Code Section 81000.

(G) CANNABIS ACCESSORIES - The same meaning as in Cal. Health and Safety Code Section 11018.2.

(H) CANNABIS INNOVATION ZONE - A park or campus which is one contiguous commercial area of land which has many Cannabis related businesses grouped together. Each individual business would be clearly defined, which has a unique entrance and immovable physical barriers between uniquely licensed premises.

(I) CANNABIS CONCENTRATE - Cannabis that has undergone a process to concentrate one or more active cannabinoids, thereby increasing the product’s potency. Resin from granular trichomes from a Cannabis plant is a concentrate for purposes of this article. A Cannabis concentrate is not considered food, as defined by Cal. Health and Safety Code Section 109935, or drug, as defined by Cal. Health and Safety Code Section 109925.

(J) CANNABIS PRODUCT - A product containing Cannabis, including, but not limited to, manufactured Cannabis, - intended to be sold for use by Cannabis patients in California pursuant to the Compassionate Use Act of 1996 (Proposition 215), found at Cal. Health and Safety Code Section 11362.5 (as the same may be amended from time-to-time) or pursuant to the Adult Use of Cannabis Act. For purposes of this article, Cannabis does not include industrial hemp as defined by Cal. Food and Agricultural Code Section 81000, or Cal. Health and Safety Code Section 11018.5.

(K) CANNABIS PRODUCTS - The same meaning as in Cal. Health and Safety Code Section 11018.1.

(L) CANOPY - The designated area(s) at a licensed premise, except nurseries that will contain mature plants at any point in time.

(1) Canopy shall be calculated in square feet and measured using clearly identifiable boundaries of all areas(s) that will contain mature plants at any point in time, including all of the

space(s) within the boundaries; and

(2) Canopy may be non contiguous but each unique area included in the total canopy calculation shall be separated by an identifiable boundary which include, but are not limited to: interior walls, shelves, greenhouse walls, hoop house walls, garden benches, hedgerows, fencing, garden beds or garden plots; and

(3) If mature plants are being cultivated using a shelving system, the surface area of each level shall be included in the total Canopy calculation.

(M) CAREGIVER or PRIMARY CAREGIVER - The same meaning as that term is defined in Cal. Health and Safety Code Section 11362.7.

(N) CHILD RESISTANT - Designed or constructed to be significantly difficult for children under five years of age to open, and not difficult for normal adults to use properly.

(O) CITY - The City of Oxnard including the area within the territorial city limits of the city and such territory outside of the city over which the city council has jurisdiction or control by virtue of any provision of law.

(P) COMMERCIAL CANNABIS ACTIVITY - Includes the possession, Manufacture, Distribution, Processing, storing, Sale, laboratory testing, packaging, Labeling or transportation of Cannabis and Cannabis Products as provided for in this division.

(Q) COMMERCIAL CANNABIS BUSINESS - Any business or operation which engages in medicinal or adult-use Commercial Cannabis Activity.

(R) COMMERCIAL CANNABIS BUSINESS PERMIT - A regulatory permit issued by the city pursuant to this article to a Commercial Cannabis Business and is required before any Commercial Cannabis Activity may be conducted in the city. The initial permit and annual renewal of a Commercial Cannabis Business Permit is made expressly contingent upon the business's ongoing compliance with all of the requirements of this article and any regulations adopted by the city governing the Commercial Cannabis Activity at issue.

(S) CULTIVATION - Any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of Cannabis.

(T) CULTIVATION SITE - A location where Cannabis is planted, grown, harvested, dried, cured, graded, or trimmed, or a location where any combination of those activities occurs.

(U) CUSTOMER - A natural person 21 years of age or over, or a natural person 18 years of age or older who possesses a physician's recommendation or a medical marijuana identification card.

(V) DAY CARE CENTER - The same meaning as in Cal. Health and Safety Code Section 1596.76.

(W) DELIVERY - The commercial transfer of Cannabis or Cannabis Products to a Customer. Delivery also includes the use by a retailer of any technology platform owned and controlled by the Retailer.

(X) DIRECTOR - The director of the California Department of Consumer Affairs. .

(Y) DISTRIBUTION - The procurement, sale, and transport of Cannabis and Cannabis Products between licensees.

(Z) DISTRIBUTOR - A person holding a valid Commercial Cannabis Business Permit for Distribution issued by the city, and, a valid state license for Distribution, required by state law to engage in the business of purchasing Cannabis from a licensed cultivator, or Cannabis Products from a licensed Manufacturer, for sale to a licensed Retailer.

(AA) DRIED FLOWER - All dead Cannabis that has been harvested, dried, cured, or otherwise processed, excluding leaves and stems.

(BB) **EDIBLE CANNABIS PRODUCT** - Cannabis Product that is intended to be used, in whole or in part, for human consumption, including, but not limited to, chewing gum, but excluding products set forth in Cal. Food and Agricultural Code Division 15 (commencing with Section 32501). An Edible Cannabis Product is not considered food, as defined by Cal. Health and Safety Code Section 109935, or a drug, as defined by Cal Health and Safety Code Section 109925.

(CC) **FUND** - The Cannabis Control Fund established pursuant to Cal. Bus. and Prof. Code Section 26210.

(DD) **GREENHOUSE** - A fully enclosed permanent structure that is clad in transparent material with climate control, such as heating and ventilation capabilities and supplemental artificial lighting, and that uses a combination of natural and supplemental lighting for Cultivation.

(EE) **KIND** - Applicable type or designation regarding a particular Cannabis variant or Cannabis Product type, including, but not limited to, strain name or other grower trademark, or growing area designation.

(FF) **LABELING** - Any label or other written, printed, or graphic matter upon a Cannabis Product, upon its container.

(GG) **LICENSE** - A state license issued by the state and includes both an A-license and an M-license, as well as a Testing Laboratory license.

(HH) **LICENSEE** - Any person holding a license under this article, regardless of whether the license held is an A-license or an M-license, and includes the holder of a Testing Laboratory license.

(II) **LICENSING AUTHORITY** - The city and/or state agency responsible for the issuance, renewal, or reinstatement of the license, or the city and/or state agency authorized to take disciplinary action against the licensee.

(JJ) **LIMITED-ACCESS AREA** - An area in which cannabis is stored or held and is only accessible to a licensee or permittee and authorized personnel.

(KK) **LIVE PLANTS** - Living Cannabis flowers and plants, including seeds, immature plants, and vegetative stage plants.

(LL) **LOCAL JURISDICTION** - A city, county or city and county.

(MM) **LOCAL EQUITY APPLICANT** – Applicant with at least forty percent (40%) Local Ownership. To remain a Local Equity Applicant, a minimum of 40% Local Ownership must be maintained for the entire period of time in which a Local Equity Applicant has a Commercial Cannabis Business Permit. If an applicant does not obtain a Commercial Cannabis Business Permit based upon the local equity status, then that applicant shall not be deemed a Local Equity Applicant.

(NN) **LOCAL OWNERSHIP** -- Ownership interest(s) held by one or more natural persons who are a resident within the city's corporate boundaries as of the date the application is submitted and who maintain local residency at all times while their ownership interest(s) are used for qualifying as a Local Equity Applicant for one or more Commercial Cannabis Business Permits. Factors used to determine local residency shall include (as applicable) but are not limited to the following: ownership or rental of dwelling unit within the city's corporate boundaries that is the primary residence; California driver's license with a residential address within the city's corporate boundaries that is the primary residence; voter registration at a residential address within the city's corporate boundaries that is the primary residence; residential address within the city's corporate boundaries used for filing state and federal income

tax returns that is the primary residence; and the natural person does not have a homestead exemption in any jurisdiction other than within the city's corporate boundaries. Local Ownership" is subject to ongoing verification under penalty of perjury.

(OO) LOT - A Batch or a specifically identified portion of a Batch.

(PP) M-LICENSE - A state license issued by the state for Commercial Cannabis Activity involving medicinal Cannabis.

(QQ) M-LICENSEE - Any person holding a license by the state for Commercial Cannabis Activity involving medicinal cannabis.

(RR) MANUFACTURE - To compound, blend, extract, infuse, or otherwise make or prepare a Cannabis Product.

(SS) MANUFACTURED CANNABIS - Raw Cannabis that has undergone a process whereby the raw agricultural product has been transformed into a concentrate, extraction or other manufactured product intended for internal consumption through inhalation or oral ingestion or for topical application.

(TT) MANUFACTURER - A licensee that conducts the production, preparation, propagation, or compounding of Cannabis or Cannabis Products either directly or indirectly or by extraction methods, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis at a fixed location that packages or repackages Cannabis or Cannabis Products or labels or container.

(UU) MANUFACTURING SITE - A location that produces, prepares, propagates, or compounds Cannabis or Cannabis Products, directly or indirectly, by extraction methods, independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis, and is owned and operated by a person issued a valid Commercial Cannabis Business Permit for Manufacturing from the city and, a valid state license as required for Manufacturing of Cannabis Products.

(VV) MEDICINAL CANNABIS or MEDICINAL CANNABIS PRODUCT - Cannabis or a Cannabis Product, respectively, intended to be sold for use pursuant to the Compassionate Use Act of 1996 (Proposition 215), found at Cal. Health and Safety Code Section 11362.5, by a medicinal Cannabis patient in California who possesses a physician's recommendation.

(WW) NONVOLATILE SOLVENT - Any solvent used in the extraction process that is not a volatile solvent. For purposes of this article, a nonvolatile solvent includes carbon dioxide (CO₂) used for extraction and ethanol used for extraction or post-extraction processing.

(XX) NURSERY - A Licensee that produces only clones, immature plants, seeds, and other agricultural products used specifically, for the propagation and Cultivation of Cannabis.

(YY) OPERATION - Any act for which a license is required under the provisions of this article, or any commercial transfer of Cannabis or Cannabis Products.

(ZZ) OWNER - Any of the following:

(1) A Person with an aggregate ownership interest of 20% or more in the Person applying for a license, Commercial Cannabis Business Permit or a Licensee, unless the interest is solely a security, lien, or encumbrance.

(2) The manager of a nonprofit or other entity.

(3) A member of the board of directors of a nonprofit.

(4) An individual who will be participating in the direction, control, or management of the business applying for a license, or who has a financial interest in the business other than a fixed lease of real property.

(AAA) PACKAGE - Any container or receptacle used for holding Cannabis or Cannabis

Products.

(BBB) PATIENT or QUALIFIED PATIENT - The same definition as Cal. Health and Safety Code Sections 11362.7 *et seq.*, as it may be amended, and which means a person who is entitled to the protections of Cal. Health and Safety Code Section 11362.5.10.

(CCC) PERSON - Includes any individual, firm, partnership, joint venture, association, corporation, limited liability company, estate, trust, business, business trust, receiver, syndicate, or any other group or combination acting as a unit, and the plural as well as the singular.

(DDD) PERSON WITH AN IDENTIFICATION CARD - The meaning given that term by Cal. Health and Safety Code Section 11362.7.

(EEE) PHYSICIAN'S RECOMMENDATION - A recommendation by a physician that a patient use Cannabis provided in accordance with the Compassionate Use Act of 1996 (Proposition 215), found at Cal. Health and Safety Code Section 11362.5.

(FFF) PREMISES - The designated structure or structures and land specified in the application that is owned, leased, or otherwise held under the control of the applicant or Licensee where the Commercial Cannabis Activity will be or is conducted. The premises shall be a contiguous area and shall only be occupied by one licensee unless the operator is granted a M-license and an A-license for the same type of activity and such operation is lawful under state and local laws, rules and regulations.

(GGG) PROCESSING - A Cultivation Site that conducts only trimming, drying, curing, grading, packaging, or labeling of Cannabis and nonmanufactured Cannabis Products.

(HHH) PURCHASER - The customer who is engaged in a transaction with a Licensee for purposes of obtaining cannabis or cannabis products.

(III) RETAILER - A Commercial Cannabis Business facility where Cannabis, Cannabis Products, or devices for the use of Cannabis or Cannabis Products are offered, either individually or in any combination, for retail Sale, including an establishment (whether fixed or mobile) that delivers, pursuant to express authorization, Cannabis and Cannabis Products as part of a retail sale, and where the operator holds a valid Commercial Cannabis Business Permit from the city authorizing the operation of a retailer, and a valid state license as required by state law to operate a retailer.

(JJJ) SELL, SALE, and TO SELL - Include any transaction whereby, for any consideration, title to Cannabis or Cannabis Products are transferred from one person to another, and includes the Delivery of Cannabis or Cannabis Products pursuant to an order placed for the purchase of the same and soliciting or receiving an order for the same, but does not include the return of Cannabis or Cannabis Products by a Licensee to the licensee from whom the Cannabis or Cannabis Product was purchased.

(KKK) STATE LICENSE - A permit or license issued by the State of California, or one of its departments or divisions, under MAUCRSA and any subsequent State of California legislation regarding the same to engage in Commercial Cannabis Activity.

(LLL) TESTING LABORATORY - A laboratory, facility, or entity in the state that offers or performs tests of Cannabis or Cannabis Products and that is both of the following:

(1) Accredited by an accrediting body that is independent from all other persons involved in Commercial Cannabis Activity in the state.

(2) Licensed by the State of California.

(MMM) TOPICAL CANNABIS - A product intended for external application and/or absorption through the skin. A topical Cannabis Product is not considered a drug as defined by Cal. Health and Safety Code Section 109925.

(NNN) **TRANSPORT** - The transfer of Cannabis Products from the permitted business location of one Licensee to the permitted business location of another Licensee, for the purposes of conducting Commercial Cannabis Activity authorized by MAUCRSA which may be amended or repealed by any subsequent State of California legislation regarding the same.

(OOO) **UNIQUE IDENTIFIER** - An alphanumeric code or designation used for reference to a specific plant on a licensed premises and any Cannabis or Cannabis Product derived or manufactured from that plant.

(PPP) **VOLATILE SOLVENT** - Any solvent that is or produces a flammable gas or vapor that, when present in the air in sufficient quantities, will create explosive or ignitable mixtures. Examples of volatile solvents include, but are not limited to, butane, hexane, and propane.

(QQQ) **YOUTH CENTER** - Any public or private facility that is primarily used to host recreation or social activities for minors, including, but not limited to, private youth membership organizations or clubs, social service teenage club facilities, video arcades where ten or more video games or game machines or devices are operated, and where minors are legally permitted to conduct business, or similar amusement park facilities. It shall also include a park, playground or recreational area specifically designed to be used by children which has play equipment installed, including public grounds designed for athletic activities such as baseball, softball, soccer, or basketball or any similar facility located on a public or private school grounds, or on city, county or state parks. This definition shall not include any private martial arts, yoga, ballet, music, art studio or similar studio of this nature nor shall it include any private gym, athletic training facility, pizza parlor, dentist office, doctor's office primarily serving children or a location which is primarily utilized as an administrative office or facility for youth programs or organizations.

SEC. 11-455. CANNABIS EMPLOYEE PERMIT REQUIRED.

A request for a cannabis employee permit will only be initiated after securing a favorable recommendation for a Commercial Cannabis Business Permit. If an Owner has employees at the time of submittal of the Commercial Cannabis Business Permit application, a request for a cannabis employee permit can be initiated in advance of issuance of a discretionary land use permit.

(A) Any person who is an employee or who otherwise works within a Commercial Cannabis Business must be legally authorized to do so under applicable state law.

(B) Any person who is an employee or who otherwise works within a Commercial Cannabis Business must obtain a commercial cannabis employee work permit from the city prior to performing any work at any Commercial Cannabis Business.

(C) Applications for a commercial cannabis employee work permit shall be developed, made available, and processed by the city manager or his or her designee(s), and shall include, but not be limited to, the following information:

- (1) Name, address, and phone number of the applicant;
- (2) Age and verification of applicant. A copy of a birth certificate, driver's license, government issued identification card, passport or other proof that the applicant is at least 21 years of age must be submitted with the application;
- (3) Name, address of the Commercial Cannabis Business where the person will be employed, and the name of the primary manager of that business;
- (4) A list of any crimes enumerated in Cal. Bus. and Prof. Code Section 26057(b)(4) for

which the applicant or employee has been convicted;

(5) Name, address, and contact person for any previous employers from which the applicant was fired, resigned, or asked to leave and the reasons for such dismissal or firing;

(6) The application shall be accompanied by fingerprints and a recent photograph of the applicant in a form and manner as required by the city manager or his or her designee(s);

(7) A statement signed under penalty of perjury that the information provided is true and correct;

(8) If applicable, verification that the applicant is a qualified patient or primary caregiver;

(9) A fee paid in an amount set by resolution of the city council in an amount necessary to cover the costs of administering the employee work permit programs. The fee is non-refundable and shall not be returned in the event the work permit is denied or revoked.

(D) (1) The applicable city department head or his or her designee(s) shall review the application for completeness, shall conduct a background check to determine whether the applicant was convicted of a crime or left a previous employer for reasons that show the applicant:

(a) Has been convicted of a crime involving dishonesty, fraud or deceit, including but not limited to fraud, forgery, theft, or embezzlement as those offenses are defined in Cal. Penal Code Sections 186.11, 470, 484, and 504a; or

(b) Has committed a felony or misdemeanor involving fraud, deceit, or embezzlement; or

(c) Was convicted of a violent felony, a crime of moral turpitude; or

(d) The illegal use, possession, transportation, distribution or similar activities related to controlled substances, as defined in the Federal Controlled Substances Act, except for cannabis related offenses for which the conviction occurred after the passage of the Compassionate Use Act of 1996.

(2) Discovery of these facts showing that the applicant is dishonest or has been convicted of the requisite crimes are grounds for denial of the permit. Where the applicant's sentence (including any term of probation, incarceration, or supervised release) for possession of, possession for sale, sale, manufacture, transportation, or cultivation of a controlled substance is completed, such underlying conviction shall not be the sole ground for denial of a commercial cannabis employee work permit. Furthermore, an applicant shall not be denied a permit if the denial is based solely on any of the following: (i) a conviction for any crime listed in subsection (D)(1)(d) above for which the applicant has obtained a certificate of rehabilitation pursuant to Cal. Penal Code, Chapter 3.5 (commencing with Section 4852.01) of Title 6 of Part 3, or (ii) a conviction that was subsequently dismissed pursuant to Cal. Penal Code Sections 1203.4, 1203.4a, or 1203.41 or any other provision of state law allowing for dismissal of a conviction.

(E) The applicable department head or his or her designee(s) shall issue the commercial cannabis employee permit or a written denial to the applicant within 30 days of the date the application was deemed complete. In the event the cannabis employee work permit cannot be issued within this time period, then the city manager or his or her designee(s) may issue a temporary work permit for an employee upon completing a preliminary background check and if the business can demonstrate to the city manager or his or her designee(s) that the employee is necessary for the operation of the business. The temporary permit may be immediately revoked by the city manager or his or her designee(s) upon determination that the applicant has failed the background check or upon the issuance of the permanent work permit.

(F) An employee work permit shall be valid for a 12-month period and must be renewed on an annual basis. Renewal applications shall contain all the information required in subsection (C)

above including the payment of a renewal application fee in an amount to be set by resolution of the city council.

(G) In the event a person changes employment from one Commercial Cannabis Business in the city to another, the work permit holder shall notify the applicable department head or his or her designee(s) in writing of the change within ten days, or the work permit shall be suspended or revoked, and such person shall not be permitted to work at any Commercial Cannabis Business in the city.

(H) The city may immediately revoke the commercial cannabis employee permit should the permit holder be convicted of a crime listed in subsection (D) above or if facts become known to the city that the permit holder has engaged in activities showing that he or she has been convicted of a crime involving dishonesty.

(I) The city manager or his or her designee(s) is hereby authorized to promulgate all regulations necessary to implement the work permit process and requirements.

(J) The applicant may appeal the denial or revocation of a commercial cannabis employee permit by filing a notice of appeal with the city clerk within ten days of the date the applicant received the notice of denial. The city manager or his/her designee shall hear such appeal and his/her decision shall be final and not subject to further appeals.

(K) The applicable city department head or his or her designee(s) shall issue a permit in the form of a personal identification card that can be worn in a prominent and visible location. The identification card shall be maintained in good and readable condition at all times.

SEC. 11-456. MAXIMUM NUMBER AND TYPE OF AUTHORIZED COMMERCIAL CANNABIS BUSINESSES PERMITTED.

(A) The number of each type of Commercial Cannabis Business that shall be permitted to operate in the city at any one time shall be as follows:

(1) Cannabis manufacturing - Maximum of eight at any one time, with up to three permits issued to Local Equity Applicants.

(2) Cannabis testing lab - Maximum of one at any one time.

(3) Cannabis distributor - Maximum of three at any one time, with up to one permit issued to a Local Equity Applicant.

(4) Cannabis retail - Maximum of 16 at any one time, with up to three permits issued to Local Equity Applicants.

(B) This section is only intended to create a maximum number of Commercial Cannabis Businesses that may be issued permits to operate in the city under each category. Nothing in this article creates a mandate that the city council must issue any or all of the Commercial Cannabis Business Permits.

(C) Each year following the city manager's initial award of Commercial Cannabis Business Permits, if any, or at any time at the city council's discretion, the city council may reassess the number of Commercial Cannabis Business Permits which are authorized for issuance. The city council, at its discretion, may determine that the number of Commercial Cannabis Business Permits should remain the same or be expanded.

SEC. 11-457. COMMERCIAL CANNABIS BUSINESS PERMIT; APPLICATION PROCEDURE.

(A) The city manager or his or her designee shall adopt procedures to govern the application process, and the manner in which the decision will ultimately be made regarding the issuance of any Commercial Cannabis Business Permit(s), which shall include or require the city manager to provide detailed objective review criteria to be evaluated on a point system or equivalent quantitative evaluation scale tied to each set of review criteria (“review criteria”). The city manager or his or her designee(s) shall be authorized to prepare the necessary forms, adopt any necessary rules to the application, regulations and processes, solicit applications, and conduct initial evaluations of the applicants.

(B) At the time of filing, each applicant shall pay an application fee established by resolution of the city council, to cover all costs incurred by the city in the application process.

(C) After the initial review, ranking, and scoring under the review criteria, the city manager or his or her designee(s) will make a final determination in accordance with this section and shall either deny or approve the final candidates and shall select the top candidates in each category of the Commercial Cannabis Businesses. Notwithstanding anything in this article to the contrary, the city manager’s decision as to the selection of the prevailing candidates shall be final and shall not be subject to appeal.

(D) Official issuance of the Commercial Cannabis Business Permit(s) is conditioned upon the prevailing candidate(s) obtaining all required land use approvals. Following the city manager’s selection of the Person who shall be issued a Commercial Cannabis Business Permit, the prevailing candidate(s) shall apply to the city’s Community Development Department to obtain required land use approvals or entitlements for the permittee’s location and use approvals shall include compliance with all applicable provisions of the California Environmental Quality Act. The community development director shall formally issue the Commercial Cannabis Business Permit(s) once the community development director or his or her designee(s) affirms that all of the required land use approvals have been obtained and all required conditions of approval have been complied with.

(E) Issuance of a Commercial Cannabis Business Permit does not create a land use entitlement. The Commercial Cannabis Business Permit shall only be for a term of 12 months and shall expire at the end of the 12-month period unless it is renewed as provided herein. Furthermore, no permittee may begin operations, notwithstanding the issuance of a Commercial Cannabis Business Permit, unless all of the state and local laws and regulations, including but not limited to the requirements of this article and of the permit, have been complied with.

(F) Notwithstanding anything in this article to the contrary, the city manager reserves the right to reject any or all applications if the city manager determines it would be in the best interest of the city, taking into account any health, safety and welfare impacts on the community. Applicants shall have no right to a Commercial Cannabis Business Permit until a permit is actually issued, and then only for the duration of the permit’s term. Each applicant assumes the risk that, at any time prior to the issuance of a permit, the city council may terminate or delay the program created under this article.

(G) If an application is denied, a new application may not be filed for one year from the date of the denial.

(H) Each person granted a Commercial Cannabis Business Permit shall be required to pay the permit fee established by resolution of the city council, to cover the costs of administering the Commercial Cannabis Business Permit program created in this article.

(I) *Preservation of rights.* The city reserves the right to reject any or all applications. Prior to permit issuance by the City Council, the city may also modify, postpone, or cancel any request

for applications, or the entire program under this article, at any time without liability, obligation, or commitment to any party, firm, or organization, to the extent permitted under state law. Persons submitting applications assume the risk that all or any part of the program, or any particular category of permit potentially authorized under this article, may be cancelled at any time prior to permit issuance. The city further reserves the right to request and obtain additional information from any candidate submitting an application. In addition to possible reject for failure to comply with other requirements in this article, an applicant also risks being rejected for any of the following reasons:

- (1) Proposal received after designated time and date.
- (2) Proposal not containing the required elements, exhibits, nor organized in the required format.
- (3) Proposal considered not fully responsive to the request for permit application.

SEC. 11-458. PERSONS PROHIBITED FROM HOLDING A LICENSE OR EMPLOYEE WORK PERMIT.

Any Person who has been issued any of the following actions or notices for non-compliance, shall be prohibited from holding a Commercial Cannabis Business Permit in the city, with such actions or notices also grounds for denial of a Commercial Cannabis Business Permit:

- (A) The applicant has been denied a license or has had a license suspended or revoked by any city, county, city and county or any other state cannabis licensing authority;
- (B) The applicant was notified that they were conducting Commercial Cannabis Activity in non-compliance with this chapter 11 or other city ordinances, codes or requirements in which they failed to discontinued operating in a timely manner;
- (C) Evidence that the applicant was in non-compliance of properly paying federal, state or local taxes and/or fees when notified by the appropriate agencies;
- (D) The applicant was conducting Commercial Cannabis Activity in the city in violation of local and state law;

SEC. 11-459. EXPIRATION OF COMMERCIAL CANNABIS BUSINESS PERMITS.

Each Commercial Cannabis Business Permit issued pursuant to this article shall expire 12 months after the date of its issuance. Commercial Cannabis Business Permits may be renewed as provided in section 11-461.

SEC. 11-460. REVOCATION OF PERMITS.

Commercial Cannabis Business Permits may be revoked for any violation of any law and/or any rule, regulation and/or standard adopted pursuant to any policy, procedure or regulation in this article.

SEC. 11-461. RENEWAL APPLICATIONS.

- (A) An application for renewal of a Commercial Cannabis Business Permit shall be filed at least 60 calendar days prior to the expiration date of the current permit.
- (B) The renewal application shall contain all the information required for new applications.

(C) The applicant shall pay a fee in an amount to be set by the city council to cover the costs of processing the renewal permit application, together with any costs incurred by the city to administer the program created under this article.

(D) An application for renewal of a Commercial Cannabis Business Permit may be rejected if any of the following exists:

(1) The application is filed less than 60 days before its expiration.

(2) The Commercial Cannabis Business permit is suspended or revoked at the time of the application.

(3) The Commercial Cannabis Business has not been in regular and continuous operation in the four months prior to the renewal application.

(4) The Commercial Cannabis Business has failed to conform to the requirements of this article, or of any regulations adopted pursuant to this article.

(5) The permittee fails or is unable to renew its State of California license.

(6) If the city or state has determined, based on substantial evidence, that the permittee or applicant is in violation of the requirements of this article, of the city ordinance, or of the state rules and regulations, and the city or state has determined that the violation is grounds for termination or revocation of the Commercial Cannabis Business Permit.

(E) The city manager or his/her designee(s) is authorized to make all decisions concerning the issuance of a renewal permit. In making the decision, the city manager or his or her designee(s) is authorized to impose additional conditions to a renewal permit if it is determined to be necessary to ensure compliance with state or local laws and regulations or to preserve the public health, safety or welfare. Appeals from the decision of the city manager or his or her designee(s) shall be handled pursuant to Sections 11-464 to 11-465.

(F) If a renewal application is rejected, a person may file a new application pursuant to this article no sooner than one year from the date of the rejection.

SEC. 11-462. EFFECT OF STATE LICENSE SUSPENSION, REVOCATION, OR TERMINATION.

Suspension of a license issued by the state, or by any of its departments or divisions, shall immediately suspend the ability of a Commercial Cannabis Business to operate within the city, until the state, or its respective department or division, reinstates or reissues the state license. Should the state, or any of its departments or divisions, revoke or terminate the license of a Commercial Cannabis Business, such revocation or termination shall also revoke or terminate the ability of a Commercial Cannabis Business to operate within the city.

SEC. 11-463. APPEALS.

Unless specifically provided elsewhere to the contrary, whenever an appeal is specifically provided for in this article, the appeal shall be conducted as prescribed in this article.

SEC. 11-464. WRITTEN REQUEST FOR APPEAL.

(A) Within ten calendar days after the date of a decision of the city manager or his or her designee(s) to revoke, or suspend, or to add conditions to a permit, an aggrieved party may appeal such action by filing a written appeal with the city clerk setting forth the reasons why the

decision was not proper.

(B) Within ten calendar days after the date of a decision of the Planning Commission pursuant to this article, an aggrieved party may appeal such action by filing a written appeal with the city clerk setting forth the reasons why the decision was not proper.

(C) At the time of filing, the appellant shall pay the designated appeal fee in an amount, established by resolution of the city council.

SEC. 11-465. APPEAL HEARING.

(A) Upon receipt of the written appeal pursuant to Section 11-464, the city clerk shall set the matter for a hearing before the city council. The city council shall hear the matter de novo and shall conduct the hearing pursuant to the procedures set forth by the city.

(B) The appeal shall be held within a reasonable time after the filing the appeal, but in no event later than 90 days from the date of such filing. The city shall notify the appellant of the time and location at least ten days prior to the date of the hearing.

(C) At the hearing, the appellant may present any information they deem relevant to the decision appealed. The formal rules of evidence and procedure applicable in a court of law shall not apply to the hearing. The decision of the city council shall be final.

SEC. 11-466. APPEAL FROM DECISION OF COMMUNITY DEVELOPMENT DIRECTOR

(A) Within ten calendar days after the date of a decision of the community developer director pursuant to this article, an aggrieved party may appeal such action by filing a written appeal with the city clerk setting forth the reasons why the decision was not proper. At the time of filing, the appellant shall pay the designated appeal fee, established by resolution of the city council.

(B) Upon receipt of the written appeal pursuant to subsection (A), the city clerk shall set the matter for a hearing before the Planning Commission. The Planning Commission shall hear the matter de novo and shall conduct the hearing pursuant to the procedures set forth by the city. The appeal shall be held within a reasonable time after the filing the appeal, but in no event later than 90 days from the date of such filing. The city shall notify the appellant of the time and location at least ten days prior to the date of the hearing.

(C) At the hearing, the appellant may present any information they deem relevant to the decision appealed. The formal rules of evidence and procedure applicable in a court of law shall not apply to the hearing. The decision of the Planning Commission shall be final.

SEC. 11-467. CHANGE IN LOCATION; UPDATED REGISTRATION FORM.

Any time the location of the Commercial Cannabis Business or retailer specified in the regulatory permit is proposed to be changed, the applicant shall be required to first secure a new Commercial Cannabis Business Permit, and discretionary land use permit for the new location before moving to that location, with such approvals subject to terminating the Commercial Cannabis Business Permit at the existing location so there is no net increase in the number of Cannabis Business Permits issued within the City. The process and the fees shall be the same as for a new facility and in accordance with the regulations specified in this article. No proposed change in location shall be considered until such time as the original location has first been

opened for business for a minimum of one (1) year consistent with the requirement of the city's regulations.

SEC. 11-468. TRANSFER OF CANNABIS BUSINESS PERMIT.

(A) The holder of a Cannabis Business Permit shall not transfer ownership or control of the permit to another Person unless and until the transferee obtains an amendment to the permit from the city manager or his or her designee stating that the transferee is now the permittee. Such an amendment may be obtained only if the transferee files an application with the city manager or his or her designee in accordance with all provisions of this article (as though the transferee were applying for an original Cannabis Business Permit) accompanied by a transfer fee in an amount set by resolution of the city council (or if not set, shall be the same amount as the application fee), and the city manager or his or her designee determines, after hearing, in accordance with this section that the transferee passed the background check required for permittees and meets all other requirements of this article. The decision of the city manager is final.

(B) Commercial Cannabis Business Permits issued through the grant of a transfer by the city manager or his or her designee shall be valid for a period of one year beginning on the day the city manager or his or her designee approves the transfer of the permit. Before the transferee's permit expires, the transferee shall apply for a renewal permit in the manner required by this article.

(C) Changes in ownership of a permittee business structure or a substantial change in the ownership of a permittee business entity (i.e., changes that result in a cumulative change of more than 51% of the original ownership) must be approved by the city manager or his or her designee through the transfer process contained in subsection (A). Failure to comply with this provision is grounds for permit revocation.

(D) (1) A permittee may change the form of business entity without applying to the city manager or his or her designee for a transfer of permit, provided that either:

(a) The membership of the new business entity is substantially similar to original permit holder business entity (at least 51% of the membership is identical), or

(b) If the original permittee is an unincorporated association, mutual or public benefit corporation, agricultural or consumer cooperative corporation and subsequently transitions to or forms a new business entity as allowed under the MAUCRSA provided that the Board of Directors (or in the case of an unincorporated association, the individual(s) listed on the City permit application) of the original permittee entity are the same as the new business entity.

(2) Although a transfer is not required in these two circumstances, the permit holder is required to notify the city manager in writing of the change within ten days of the change. Failure to comply with this provision is grounds for permit revocation.

(E) No Commercial Cannabis Business Permit may be transferred when the city manager or his or her designee has notified the permittee that the permit has been or may be suspended or revoked.

(F) Any attempt to transfer a Commercial Cannabis Business Permit either directly or indirectly in violation of this section is hereby declared void, and such a purported transfer shall be deemed a ground for revocation of the permit.

(G) Notwithstanding any language in this section to the contrary, no transfer of a local equity ownership interest in a business that obtained its Commercial Cannabis Business Permit as a Local Equity Applicant shall be allowed if such proposed transfer would reduce the local equity

interest in the Commercial Cannabis Business to a level below that required for a Local Equity Applicant.

SEC. 11-469. CITY BUSINESS TAX CERTIFICATE.

Prior to commencing operations, a Commercial Cannabis Business shall obtain a City of Oxnard business tax certificate, pursuant to Article I.

SEC. 11-470. BUILDING PERMITS AND INSPECTION.

Prior to commencing operations, a Commercial Cannabis Business shall be subject to a mandatory building inspection and must obtain all required permits and approvals which would otherwise be required for any business of the same size and intensity operating in that zone. This includes but is not limited to obtaining any required building permit(s), the fire department approvals, health department approvals and other zoning and discretionary land use permit(s) and approvals.

SEC. 11-471. CERTIFICATION FROM THE COMMUNITY DEVELOPMENT DIRECTOR.

Prior to submittal of a Commercial Cannabis Business Permit application, a certification from the community development director or his or her designee(s) certifying that the business is located on a site that meets all of the requirements of chapter 16 and this article shall be obtained. A fee shall be established by city council resolution for submittal and processing of this certification.

SEC. 11-472. RIGHT TO OCCUPY AND TO USE PROPERTY.

(A) As a condition precedent to the city's issuance of a Commercial Cannabis Business Permit pursuant to this article, any person intending to open and to operate a Commercial Cannabis Business shall provide sufficient evidence of the legal right to occupy and to use the proposed location. In the event the proposed location will be leased from the property owner, the applicant shall be required to provide a signed and notarized statement from the owner of the property acknowledging that the property owner has read this article and consents to the operation of the Commercial Cannabis Business on the owner's property.

(B) The lease, sublease or other agreement to occupy the property must be at fair market value and not have any terms or conditions for the permittee to pay the property owner, commercial broker, or any third party a percentage of gross receipts, royalties, equity, or other unreasonable compensation as determined by the city. In addition, all leases, subleases, or other agreements must be based on a monthly rate.

SEC. 11-473. LOCATION AND DESIGN OF CANNABIS BUSINESSES.

Specific types of Commercial Cannabis Businesses are subject to the following zoning and locational requirements:

(A) All Cannabis manufacturing, testing, and distribution businesses have been conceptually identified on land use maps, with actual siting subject to land use siting criteria and buffer requirements stipulated in this article. Manufacturing, testing, and distribution facilities are conceptually permitted on property zoned limited manufacturing (ML), light manufacturing (M1), heavy industrial (M2), and business and research park (BRP), as well as auto sales and service, business park, and commercial manufacturing zones within the Rose Santa Clara Corridor Specific Plan. Manufacturing, testing, and/or distribution facilities may also be located in the following specific plan areas subject to relevant specific plan requirements: Northeast Community Specific Plan, Sakioka Farms, Camino Real Business Park, McInnes Ranch Business Park Specific Plan, and Northfield Seagate Business Park Specific Plan.

(B) All Cannabis retail dispensary businesses have been conceptually identified on land use maps, with actual siting subject to land use siting criteria and buffer requirements as stipulated in this subsection (B). Retailers are conceptually permitted in property zoned neighborhood shopping center (C-1), neighborhood shopping center planned development (C-1-PD), general commercial (C-2), general commercial planned development (C-2-PD), Coastal Neighborhood Commercial (CNC), and commercial planned development (CPD), business park, retail commercial, and commercial manufacturing zones within the Rose Santa Clara Corridor Specific Plan. Retail dispensaries may also be located in the following specific plan areas subject to relevant specific plan requirements: RiverPark - commercial office, commercial convention, and commercial regional; Sakioka Farms; and Camino Real Business Park.

(C) Compliance with any specific plan requirements.

(D) The property on which any Commercial Cannabis Business is located must also meet all of the following distance requirements:

(1) It shall be no closer than 600 feet of any of the following:

(a) Any school providing instruction in kindergarten or any grades 1 through 12, whether public, private, or charter, including pre-school, transitional kindergarten, and K-12.

(b) A commercial daycare center licensed by the city or county that is in existence at the time the license is issued, unless the State licensing authority or the city specifies a different radius.

(c) A youth center that is in existence at the time the license is issued, unless the State licensing authority or the city specifies a different radius.

(2) The distance specified in this subsection shall be the horizontal distance measured in a straight line from the property line of the identified use to the closest property line of the lot on which the cannabis use is located without regard to intervening structures.

(E) Each proposed Commercial Cannabis Business use shall:

(1) Conform with the city's general plan, any applicable specific plans, master plans, and design requirements.

(2) Comply with all applicable zoning, and specific plan requirements, and related development standards.

(3) Be constructed in a manner that minimizes odors to surrounding uses, and promotes quality design and construction, and consistency with the surrounding properties.

(4) Be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and all items required for the development.

(5) Be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.

(6) Be provided with adequate electricity, sewerage, disposal, water, fire protection

(sprinkler and alarm; retrofit when determined necessary by the fire marshal) and storm drainage facilities for the intended purpose.

SEC. 11-474. LIMITATIONS ON CITY'S LIABILITY.

To the fullest extent permitted by law, the city shall not assume any liability whatsoever with respect to having issued a Commercial Cannabis Business Permit pursuant to this article or otherwise approving the operation of any Commercial Cannabis Business. As a condition to the approval of any Commercial Cannabis Business Permit, the applicant shall be required to meet all of the following conditions before they can receive the Commercial Cannabis Business Permit:

(A) They must execute an agreement, in a form approved by the city attorney, agreeing to indemnify, defend (at applicant's sole cost and expense), and hold the city and its officers, officials, employees, representatives, and agents harmless, from any and all claims, losses, damages, injuries, liabilities or losses which arise out of, or which are in any way related to the city's issuance of the Commercial Cannabis Business Permit, the city's decision to approve the operation of the Commercial Cannabis Business or activity, the process used by the city in making its decision, or the alleged violation of any federal, state or local laws by the Commercial Cannabis Business or any of its officers, employees or agents.

(B) Maintain insurance at coverage limits, and with conditions thereon determined necessary and appropriate from time to time by the city manager.

(C) Reimburse the city for all costs and expenses, including but not limited to legal fees and costs and court costs, which the city may be required to pay as a result of any legal challenge related to the city's approval of the applicant's Commercial Cannabis Business Permit, or related to the city's approval of a Commercial Cannabis Activity. The city may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve any of the obligations imposed hereunder.

SEC. 11-475. [RESERVED]

SEC. 11-476. RECORDS AND RECORDKEEPING.

(A) Each owner and operator of a Commercial Cannabis Business shall maintain accurate books and records in an electronic format, detailing all of the revenues and expenses of the business, and all of its assets and liabilities. On no less than an annual basis (at or before the time of the renewal of a Commercial Cannabis Business Permit issued pursuant to this article), or at any time upon reasonable request of the city, each Commercial Cannabis Business shall file a sworn statement detailing the number of sales by the Commercial Cannabis Business during the previous 12-month period (or shorter period based upon the timing of the request), provided on a per-month basis. The statement shall also include gross sales for each month, and all applicable taxes paid or due to be paid. On an annual basis, each owner and operator shall submit to the city a financial audit of the business's operations conducted by an independent certified public accountant. Each permittee shall be subject to a regulatory compliance review and financial audit as determined by the city manager or his or her designee(s).

(B) Each owner and operator of a Commercial Cannabis Business shall maintain a current register of the names and the contact information (including the name, address, and telephone

number) of anyone owning or holding an interest in the Commercial Cannabis Business, and separately of all the officers, managers, employees, agents and volunteers currently employed or otherwise engaged by the Commercial Cannabis Business. The register required by this paragraph shall be provided to the city manager or his or her designee(s) upon a reasonable request.

(C) All Commercial Cannabis Businesses shall maintain an inventory control and reporting system that accurately documents the present location, amounts, and descriptions of all cannabis and cannabis products for all stages of the growing and production or manufacturing, laboratory testing and distribution processes until purchase as set forth MAUCRSA.

(D) Each Commercial Cannabis Business shall allow the city to have access to the businesses books, records, accounts, together with any other data or documents relevant to its permitted commercial cannabis activities, for the purpose of conducting an audit or examination. Books, records, accounts, and any and all relevant data or documents will be produced no later than 24 hours after receipt of the city's request, unless otherwise stipulated by the city. The city may require the materials to be submitted in an electronic format that is compatible with the city's software and hardware.

SEC. 11-477. OPERATIONAL STANDARDS.

(A) A permitted Commercial Cannabis Business shall implement sufficient security measures to deter and prevent the unauthorized entrance into areas containing cannabis or cannabis products, and to deter and prevent the theft of cannabis or cannabis products at the Commercial Cannabis Business Except as may otherwise be determined by the city manager or his or her designee(s), these security measures shall include, but shall not be limited to, all of the following and are considered in addition to the best practices identified in the guidelines for issuance of a Cannabis Business Permit and/or conditions imposed as part of the discretionary land use permit approval:

- (1) Alarm system (perimeter, fire, and panic buttons).
- (2) Remote monitoring of alarm systems by licensed security professionals and first responders (Knox box, etc.).
- (3) Perimeter lighting systems (including motion sensors) for after-hours security.
- (4) Perimeter security and lighting as approved by the police chief, community development department or his or her designee.
- (5) Preventing individuals from remaining on the premises of the Commercial Cannabis Business if they are not engaging in an activity directly related to the permitted operations of the Commercial Cannabis Business.
- (6) Establishing limited access areas accessible only to authorized Commercial Cannabis Business personnel.
- (7) Plan for cash handling as relevant to manufacturing, testing, and distribution operations.
- (8) Except for live growing plants which are being cultivated at a cultivation facility, all Cannabis and Cannabis Products shall be stored in a secured and locked vault or vault equivalent. All safes and vaults shall be compliant with Underwriter Laboratories burglary-resistant and fire-resistant standards. All cannabis and cannabis products, including live plants that are being cultivated, shall be kept in a manner as to prevent diversion, theft, and loss.
- (9) Installing 24-hour security surveillance cameras of at least HD-quality to monitor all entrances and exits to and from the premises, all interior spaces within the Commercial Cannabis

Business which are open and accessible to the public, all interior spaces where cannabis, cash or currency, is being stored for any period of time on a regular basis and all interior spaces where diversion of cannabis could reasonably occur. All cameras shall record in color. All exterior cameras shall be in weatherproof enclosures, shall be located so as to minimize the possibility of vandalism, and shall have the capability to automatically switch to black and white in low light conditions. The Commercial Cannabis Business shall be responsible for ensuring that the security surveillance camera's footage is remotely accessible by the city manager or his or her designee(s), and that it is compatible with the city's software and hardware. In addition, remote and real-time, live access to the video footage from the cameras shall be provided to the city manager or his or her designee(s). Video recordings shall be maintained for a minimum of 90 days and shall be made available to the city manager or his or her designee(s) upon request. Video shall be of sufficient quality for effective prosecution of any crime found to have occurred on the site of the Commercial Cannabis Business, and shall be capable of enlargement via projection or other means. Internet protocol address information shall be provided to the Oxnard police department by the Commercial Cannabis Business, to facilitate remote monitoring of security cameras by the department or its designee.

(10) Sensors shall be installed to detect entry and exit from all secure areas, and shall be monitored in real time by a security company licensed by the State of California Bureau of Security and Investigative Services.

(11) Panic buttons shall be installed in all Commercial Cannabis Businesses with direct notification to Oxnard police department dispatch, and shall be configured to immediately alert dispatch for the Oxnard police department.

(12) Having a professionally installed, maintained, and monitored real-time alarm system by a security company licensed by the State of California Bureau of Security and Investigative Services.

(13) Any bars installed on the windows or the doors of the Commercial Cannabis Business shall be installed only on the interior of the building.

(14) Security personnel shall monitor premises in accordance with a security plan as authorized by the city manager or his or her designee(s), and must have a verified response security patrol when closed. Security personnel must be licensed by the State of California Bureau of Security and Investigative Services personnel and shall be subject to the prior review and approval of the city manager or his or her designee(s), with such approval not to be unreasonably withheld. Firearms may be carried by security personnel while they are on duty if authorized by the police chief.

(15) Each Commercial Cannabis Business shall have the capability to remain secure during a power outage and shall ensure that all access doors are not solely controlled by an electronic access panel to ensure that locks are not released during a power outage.

(16) Entrance areas are to be locked at all times and under the control of a designated responsible party that is either: (a) an employee of the Commercial Cannabis Business; or (b) a licensed security professional.

(17) Each Commercial Cannabis Business shall have an accounting software system in place to provide point of sale data as well as audit trails or both product and cash, where applicable.

(18) Each Commercial Cannabis Business shall demonstrate to the police chief, city manager or their designees compliance with the state's track and trace system for Cannabis and Cannabis Products, as soon as it is operational.

(19) Each Commercial Cannabis Business shall have state of the art network security protocols in place to protect computer information and all digital data.

(20) Exterior vegetation shall be planted, altered and maintained in a fashion that precludes its use as a hiding place for persons on the premises.

(B) Each Commercial Cannabis Business shall identify a designated security representative/liaison to the city, who shall be reasonably available to meet with the city manager or his or her designee(s) regarding any security related measures or and operational issues. The designated security representative/liaison shall, on behalf of the Commercial Cannabis Business, annually maintain a copy of the current security plan on the premises of the business, to present to the city manager or his or her designee upon request that meets the following requirements:

(1) Confirms that a designated manager will be on duty during business hours and will be responsible for monitoring the behavior of employees.

(2) Identifies all managers of the Commercial Cannabis Business and their contact phone numbers.

(3) Confirms that first aid supplies and operational fire extinguishers are located in the service areas and the manager's office.

(4) Confirms that burglar, fire, and panic alarms are operational and monitored by a licensed security company 24 hours a day, seven days a week, and provides contact information for each licensed security company.

(5) Identify a sufficient number of licensed, interior and exterior security personnel who will monitor individuals inside and outside the Commercial Cannabis Business, the parking lot, and any adjacent property under the business's control.

(6) Confirm that the licensed security personnel shall regularly monitor the parking lot and any adjacent property to ensure that these area are: (a) free of individuals loitering or causing a disturbance; (b) are cleared of employees and their vehicles one-half hour after closing.

(C) As part of the application and permitting process, each Commercial Cannabis Business shall have a storage and transportation plan, which describes in detail the procedures for safely and securely storing and transporting all cannabis, cannabis products, and any currency.

(D) The Commercial Cannabis Business shall cooperate with the city whenever the city manager or his or her designee(s) makes a request, without prior notice, to inspect or audit the effectiveness of any security plan or of any other requirement of this article. Prevention fire inspectors shall be allowed access to audit buildings for fire life safety concerns on a yearly basis or as determined necessary per the fire marshal.

(E) A Commercial Cannabis Business shall notify the city manager or his or her designee(s) within 24 hours after discovering any of the following:

(1) Significant discrepancies identified during inventory. The level of significance shall be determined by the regulations promulgated by the city manager or his or her designee(s).

(2) Diversion, theft, loss, or any criminal activity involving the Commercial Cannabis Business or any agent or employee of the Commercial Cannabis Business.

(3) The loss or unauthorized alteration of records related to Cannabis, customers or employees or agents of the Commercial Cannabis Business.

(4) Any other breach of security.

(F) Compliance with the foregoing requirements shall be verified by the city manager or his or her designee prior to commencing business operations. The city manager or his or her designee may supplement these security requirements once operations begin, subject to review by the city manager if requested by the business owner.

SEC. 11-478. RESTRICTION ON ALCOHOL AND TOBACCO SALES.

(A) No person shall cause or permit the sale, dispensing, or consumption of alcoholic beverages on or about the premises of the Commercial Cannabis Business.

(B) No person shall cause or permit the sale of tobacco products on or about the premises of the Commercial Cannabis Business.

SEC. 11-479. FEES AND CHARGES.

(A) No person may commence or continue any Commercial Cannabis Activity in the city without timely paying in full all fees and charges required for the operation of a Commercial Cannabis Activity. Fees and charges associated with the operation of a Commercial Cannabis Activity shall be established by resolution of the city council which may be amended from time to time.

(B) All Commercial Cannabis Businesses authorized to operate under this article shall pay all sales, use, business and other applicable taxes, and all license, registration, and other fees required under federal, state and local law. Each Commercial Cannabis Business shall cooperate with the city with respect to any reasonable request to audit the Commercial Cannabis Business's books and records for the purpose of verifying compliance with this section, including but not limited to a verification of the amount of taxes required to be paid during any period.

(C) Prior to operating in the city and as a condition of issuance of a regulatory permit, the operator of each cannabis facility shall enter into an operational agreement with the city setting forth the terms and conditions under which the cannabis facility will operate that are in addition to the requirements of this article, including, but not limited to, public outreach and education, community service, payment of fees and other charges as mutually agreed, and such other terms and conditions that will protect and promote the public health, safety and welfare.

SEC. 11-480. MISCELLANEOUS OPERATING REQUIREMENTS.

(A) Commercial Cannabis Businesses may operate only during the hours specified in the Commercial Cannabis Business Permit issued by the city and/or as determined within the discretionary land use permit.

(B) Restriction on consumption - Cannabis shall not be consumed by any employee on the premises of any Commercial Cannabis Business.

(C) No Cannabis or Cannabis Products or graphics depicting Cannabis or Cannabis Products shall be visible from the exterior of any property issued a Commercial Cannabis Business Permit, or on any of the vehicles owned or used as part of the Commercial Cannabis Business. No outdoor storage of Cannabis or Cannabis Products is permitted at any time.

(D) Reporting and tracking of product and of gross sales - Each Commercial Cannabis Business shall have in place a point-of-sale or management inventory tracking system to track and report on all aspects of the Commercial Cannabis Business including, but not limited to, such matters as Cannabis tracking, inventory data, gross sales (by weight and by sale) and other information which may be deemed necessary by the city. The Commercial Cannabis Business shall ensure that such information is compatible with the city's record-keeping systems. In addition, the system must have the capability to produce historical transactional data for review.

Furthermore, any system selected must be approved and authorized by the city manager or his or her designee(s) prior to being used by the permittee.

(E) All Cannabis and Cannabis Products sold, distributed or manufactured shall be cultivated, manufactured, and transported by licensed facilities that maintain operations in full conformance with the state and local regulations.

(F) Emergency contact and emergency response plan - Each Commercial Cannabis Business shall provide the city manager or his or her designee(s) with the name, telephone number (both landline and mobile, if available) of an on-site employee or owner to whom emergency notice can be provided at any hour of the day. Each Commercial Cannabis Business must have a fire evacuation plans, and plan to address robberies and other emergencies. Said plan shall be reviewed and approved by the fire and police chiefs or designee.

(G) Signage and notices -

(1) In addition to the requirements otherwise set forth in this section, business identification signage for a Commercial Cannabis Business shall conform to the requirements of the city regulations, including, but not limited to, seeking the issuance of a city sign permit.

(2) No signs placed on the premises of a Commercial Cannabis Business shall obstruct any entrance or exit to the building or any window.

(3) Each entrance to a Commercial Cannabis Business shall be visibly posted with a clear and legible notice indicating that smoking, ingesting, or otherwise consuming cannabis on the premises or in the areas adjacent to the Commercial Cannabis Business is prohibited.

(4) Business identification signage shall be limited to that needed for identification only and shall not contain any logos or information that identifies, advertises, or lists the services or the products offered. No Commercial Cannabis Business shall advertise by having a person holding a sign and advertising the business to passersby, whether such person is on the premises of the Commercial Cannabis Business or elsewhere including, but not limited to, the public right-of-way.

(5) Signage shall not be directly illuminated, internally or externally. No banners, flags, billboards or other prohibited signs may be used at any time.

(H) Minors -

(1) Persons under the age of 21 years shall not be allowed on the premises of a Commercial Cannabis Business and shall not be allowed to serve as a driver for a mobile delivery service. It shall be unlawful and a violation of this article for any person to employ any person at a Commercial Cannabis Business who is not at least 21 years of age.

(2) The entrance to the Commercial Cannabis Business shall be clearly and legibly posted with a notice that no person under the age of 21 years of age is permitted to enter upon the premises of the Commercial Cannabis Business.

(I) Odor control - Odor control devices and techniques shall be incorporated in all Commercial Cannabis Businesses to ensure that odors from Cannabis are not detectable off-site. Commercial Cannabis Businesses shall provide a sufficient odor absorbing ventilation and exhaust system so that odor generated inside the Commercial Cannabis Business that is distinctive to its operation is not detected outside of the facility, anywhere on adjacent property or public rights-of-way, on or about the exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas, or any other areas available for use by common tenants or the visiting public, or within any other unit located inside the same building as the Commercial Cannabis Business. As such, Commercial Cannabis Businesses must install and maintain the following equipment, or any other equipment which the community development director or his

or her designee(s) determine is a more effective method or technology:

(1) An exhaust air filtration system with odor control that prevents internal odors from being emitted externally;

(2) An air system that creates negative air pressure between the Commercial Cannabis Businesses interior and exterior, so that the odors generated inside the Commercial Cannabis Business are not detectable on the outside of the Commercial Cannabis Business.

(J) Display of permit and city business tax certificate - The original copy of the Commercial Cannabis Business Permit issued by the city pursuant to this article and the city issued business license shall be posted inside the Commercial Cannabis Business in a location readily-visible to the public.

(K) Background check - Pursuant to Cal. Penal Code Sections 11105(b)(11) and 13300(b)(11), which authorizes city authorities to access state and local summary criminal history information for employment, licensing, or certification purposes; and authorizes access to federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation, every person listed as an owner, manager, supervisor, employee, contract employee or who otherwise works in a Commercial Cannabis Business must submit fingerprints and other information deemed necessary by the police chief or his or her designee(s) for a background check by the City of Oxnard police department. Pursuant to Cal. Penal Code Sections 11105(b)(11) and 13300(b)(11), which requires that there be a requirement or exclusion from employment, licensing or certification based on specific criminal conduct on the part of the subject of the record, no person shall be issued a permit to operate a Commercial Cannabis Business or a related work permit unless they have first cleared the background check, as determined by the police chief or his or her designee(s), as required by this section. A fee for the cost of the background investigation, which shall be the actual cost to the city to conduct the background investigation as it deems necessary and appropriate, shall be paid at the time the application for a Commercial Cannabis Business Permit is submitted.

(L) Loitering - The Owner and/or operator of a Commercial Cannabis Business shall prohibit loitering by persons outside the facility both on the premises and within 50 feet of the premises.

SEC. 11-481. OTHER OPERATIONAL REQUIREMENTS.

The city manager or his or her designee may develop other Commercial Cannabis Business operational requirements or regulations as are determined to be necessary to protect the public health, safety and welfare.

SEC. 11-482. OPERATING REQUIREMENTS FOR TESTING LABS.

(A) Testing Laboratories shall be required to conduct all testing in a manner pursuant to Cal. Bus. and Prof. Code Section 26100 and shall be subject to state and local law. Each Testing Laboratory shall be subject to additional regulations as determined from time to time as more regulations are developed under this article and any subsequent state legislation regarding the same.

(B) Testing Laboratories shall conduct all testing in a manner consistent with general requirements for the competence of testing and calibrations activities, including sampling using

verified methods.

(C) All Cannabis Testing Laboratories performing testing shall obtain and maintain ISO/IEC 17025 accreditation as required by the Bureau of Cannabis Control.

(D) Testing Laboratories shall destroy any harvest batch whose testing sample indicates noncompliance with health and safety standards required by the Bureau of Cannabis Control unless remedial measures can bring the cannabis or cannabis products into compliance with quality standards as specified by law and implemented by the Bureau of Cannabis Control.

(E) Each operator shall ensure that a Testing Laboratory employee takes the sample of Cannabis or Cannabis Products from the distributor's premises for testing required by state law and that the Testing Laboratory employee transports the sample to the Testing Laboratory.

(F) Except as provided by state law, a Testing Laboratory shall not acquire or receive Cannabis or Cannabis Products except from a licensee in accordance with state law, and shall not distribute, sell, or dispense Cannabis, or Cannabis Products, from the licensed premises from which the Cannabis or Cannabis Products were acquired or received. All transfer or transportation shall be performed pursuant to a specified chain of custody protocol.

(G) A Testing Laboratory may receive and test samples of Cannabis or Cannabis Products from a qualified patient or primary caregiver only if the qualified patient or primary caregiver presents the qualified patient's valid physician's recommendation for Cannabis for medicinal purpose. A Testing Laboratory shall not certify samples from a qualified patient or primary caregiver for resale or transfer to another party or licensee. All tests performed by a testing laboratory for a qualified patient or primary caregiver shall be recorded with the name of the qualified patient or primary caregiver and the amount of the Cannabis or Cannabis Products received.

(H) Approval of Testing Laboratories shall be through approval of a development design review (DDR) permit to be issued by the community development director of the city. The appeal of the approval or denial of such permit shall be to the Planning Commission pursuant to Section 11-466.

SEC. 11-483. OPERATING REQUIREMENTS FOR DISTRIBUTORS.

(A) A Distributor shall not store non-cannabis goods or non-cannabis accessories that are to be sold to another party on any licensed premises. Additionally, a Distributor shall not distribute non-cannabis goods or non-cannabis accessories at a licensed premises. For the purposes of this section, non-cannabis goods are any goods that do not meet the definition of cannabis goods as defined in Title 16, Cal. Code of Regulations, Section 5000.

(B) After taking physical possession of a Cannabis goods batch, the Distributor shall contact a Testing Laboratory and arrange for a laboratory employee to come to the Distributor's licensed premises to select a representative sample for laboratory testing.

(C) A Distributor shall ensure that all Cannabis goods batches are stored separately and distinctly from other Cannabis goods batches on the Distributor's premises.

(D) The Distributor shall ensure that the batch size from which the sample is taken meets the requirements of state law, specifically the testing provisions within the California Code of Regulations.

(E) A Distributor or an employee of the Distributor shall be physically present to observe the laboratory employee obtain the sample of Cannabis goods for testing and shall ensure that the increments are taken from throughout the batch. The sampling shall be video-recorded and the

recording kept available to state and local authorities for a minimum of 180 days, pursuant to Title 16, Cal. Code of Regulations, Section 5305.

(F) A Distributor shall not transport Cannabis or Cannabis Products to a licensed retail facility until and unless it has verified that the Cannabis or Cannabis Products have been tested and certified by a Testing Laboratory as being in compliance with state health and safety requirements pursuant to Title 16, Cal. Code of Regulations, Sections 5705, 5710 and 5714.

(G) Approving of Distributor shall be through the approval of a development design review (DDR) permit to be issued by the community development director of the City of Oxnard. The appeal of the approval or denial of such permit shall be to the Planning Commission pursuant to Section 11-466.

SEC. 11-484. OPERATING REQUIREMENTS FOR CANNABIS MANUFACTURING: EDIBLES AND OTHER CANNABIS PRODUCTS; SALE OR DISTRIBUTION OF EDIBLE AND OTHER CANNABIS PRODUCTS.

(A) Cannabis manufacturing facilities requiring a type-6, type-7, type S, or any subsequent created Manufacturing state license (using non-volatile and volatile solvents) as defined in MAUCRSA, may be permitted to operate within those zone districts as defined in the city code.

(B) Any compressed gases used in the manufacturing process shall not be stored on any property within the city in containers that exceeds the amount which is approved by the Oxnard fire department and authorized by the regulatory permit. Each site or parcel subject to a Commercial Cannabis Business Permit shall be limited to a total number of compressed gas tanks allowed on the property at any one time, as determined by the Oxnard fire department.

(C) Cannabis Manufacturing facilities may use the hydrocarbons N-butane, isobutane, ethanol, propane, or heptane or other solvents or gases exhibiting low to minimal potential human-related toxicity approved by the community development department. These solvents must be of at least 99% purity and any extraction process must use them in a professional grade closed loop extraction system designed to recover the solvents and work in an environment with proper ventilation, controlling all sources of ignition where a flammable atmosphere is or may be present.

(D) If an extraction process uses a professional grade closed loop CO₂ gas extraction system every vessel must be certified by the manufacturer for its safe use. The CO₂ must be of at least 99% purity.

(E) Closed loop systems for compressed gas extraction systems must be used and must be commercially manufactured and bear a permanently affixed and visible serial number.

(F) Certification from an engineer licensed by the state, or from a state certified professional engineer or state certified industrial hygienist from another state, must be provided to the community development department for a professional grade closed loop system used by any commercial cannabis manufacturing manufacturer to certify that the system was commercially manufactured, is safe for its intended use, and was built to codes of recognized and generally accepted good engineering practices, including but not limited to:

- (1) The American Society of Mechanical Engineers (ASME);
- (2) American National Standards Institute (ANSI);
- (3) Underwriters Laboratories (UL); or
- (4) The American Society for Testing and Materials (ASTM).

(G) The certification document must contain the signature and stamp of the professional

engineer and serial number of the extraction unit being certified.

(H) Professional closed loop systems, other equipment used, the extraction operation, and facilities must be approved for their use by the Oxnard fire department and meet any required fire, safety, and building code requirements specified in the California Building Reference Codes.

(I) Cannabis Manufacturing facilities may use heat, screens, presses, steam distillation, ice water, and other methods without employing solvents or gases to create keef, hashish, bubble hash, or infused dairy butter, or oils or fats derived from natural sources, and other extracts.

(J) Cannabis Manufacturing facilities may use food grade glycerin, ethanol, and propylene glycol solvents to create or refine extracts. Ethanol should be removed from the extract in a manner to recapture the solvent and ensure that it is not vented into the atmosphere.

(K) Cannabis Manufacturing facilities creating Cannabis extracts must develop standard operating procedures, good manufacturing practices, and a training plan prior to producing extracts for the marketplace.

(L) Any person using solvents or gases in a closed looped system to create cannabis extracts must be fully trained on how to use the system, have direct access to applicable material safety data sheets and handle and store the solvents and gases safely.

(M) Parts per million for one gram of finished extract cannot exceed state standards for any residual solvent or gas when quality assurance tested.

(N) Approval of manufacturing facilities shall be through approval of a development design review (DDR) permit to be issued by the community development director of the city. The appeal of the approval or denial of such permit shall be to the Planning Commission pursuant to Section 11-466.

SEC. 11-485. OPERATING REQUIREMENTS FOR STORE FRONT/RETAIL FACILITIES.

(A) No more than the number of cannabis retailers authorized by section 11-456 shall operate within the city at any one time.

(B) Approval of retail dispensaries shall be through approval of a special use permit to be issued by the Planning Commission. The appeal of the approval or denial of such special use permit shall be to the City Council pursuant to Sections 14-464 and 11-465.

(C) Retailers shall verify the age and all necessary documentation of each individual to ensure the customer is not under the age of 18 years. If the potential customer is 18 to 20 years old, retailer shall confirm the customer's possession of a valid doctor's recommendation and state-issued medical marijuana card. Persons 18 to 20 years old who are unable to produce either form of medical documentation cannot purchase cannabis legally and are to be denied admittance to the retail facility. For adult-use purchases, retailers shall verify that all customers are 21 years of age or older for the purchase of Cannabis or Cannabis Products.

(D) Entrances into the retailer shall be locked at all times with entry strictly controlled. A "buzz-in" electronic/mechanical entry system shall be utilized to limit access to and entry to the retail area to separate it from the reception/lobby area. Individuals must show their government-issued identification, and, in the case of medical cannabis facilities, their physician's recommendation, or a cannabis card issued pursuant to Cal. Health and Safety Code Section 11362.71 in order to gain access into the retailer. The government-issued identification and, if applicable, doctor's recommendation or cannabis card must also be shown at the point of sale

station at the time of purchase. Doctor recommendations are not to be obtained or provided at the retail location.

(E) Uniformed licensed security personnel shall be employed to monitor site activity, control loitering and site access, and to serve as a visual deterrent to unlawful activities. Security personnel may be allowed to carry firearms if authorized by the police chief.

(F) Retailers may have only that quantity of Cannabis and Cannabis Products to meet the daily demand readily available for sale on-site in the retail sales area of the retailer. Additional product may be stored in a secured, locked area to which customers, vendors, and visitors shall not have access.

(G) All restroom facilities shall remain locked and under the control of management.

(H) Retailers authorized to conduct retail activities shall only serve customers who are within the licensed premises, or at a delivery address that meets the requirements of this subsection.

(1) The sale and delivery of Cannabis goods shall not occur through a pass-through window or a slide-out tray to the exterior of the premises.

(2) Retailers shall not operate as or with a drive-in or drive-through at which Cannabis goods are sold to persons within or about a motor vehicle.

(3) No Cannabis shall be sold and/or delivered by any means or method to any person within a motor vehicle.

(4) All Cannabis goods sold by a Retailer shall be contained in child-resistant packaging.

(5) Retailers shall record point-of-sale areas and areas where Cannabis goods are displayed for sale on the video surveillance system. At each point-of-sale location, camera placement must allow for the recording of the facial features of any person purchasing or selling Cannabis goods, or any person in the retail area, with sufficient clarity to determine identity.

(6) A retail licensee who is engaged in retail sale shall hire or contract for security personnel who are at least 21 years of age to provide security services for the licensed retail premises. All security personnel hired or contracted for by the licensee shall be licensed by the Bureau of Security and Investigative Services and shall comply with Cal. Bus. and Prof. Code Chapters 11.4 and 11.5 of Division 3.

(I) Access to retailer premises -

(1) Access to the premises of a retail licensee/permittee shall be limited to individuals who are at least 21 years of age.

(2) Notwithstanding subsection (I)(1) above, individuals who are at least 18 years of age and in possession of a valid physician's recommendation or state-issued medical marijuana card shall be granted access to the premises of a retail licensee/permittee for the sole purpose of purchasing medicinal cannabis consistent with the physician's recommendation.

(J) Authorized sales - A retailer shall only sell adult-use Cannabis and adult-use Cannabis Products to individuals who are at least 21 years of age. A retailer shall only sell medicinal Cannabis or medicinal Cannabis Products to individuals who are at least 18 years of age, but not yet 21, if those individuals are in possession of a valid physician's recommendation. Medicinal cannabis sales to individuals 21 years of age and older are unrestricted.

(K) Limited access areas - A retailer shall establish limited-access areas and permit only authorized individuals to enter the limited-access areas. Authorized individuals include individuals employed by the retailer as well as any outside vendors, contractors, or other individuals conducting business that requires access to the limited access area. All individuals granted access to the limited access area shall be at least 21 years of age, and if not employed by the retailer, shall be escorted at all times by an employee of the licensee/permittee. A retailer

shall maintain a log of all individuals who are not employees who are granted access to the limited access area. These logs shall be made available to the police chief or the development services director upon request.

(L) Operating hours of the store front retailer license shall be limited to the hours of 9:00 a.m. through 9:00 p.m., seven days a week or a reduced duration as stipulated through the discretionary land use permit.

(M) Parking requirements shall be in accordance with the Oxnard City Code - 1 parking space per 250 square feet or as stipulated in a city traffic engineer approved parking study.

(N) *Store front/retail security requirements.* All security measures required by section 11-477 (operational standards) are directly applicable to and binding on all Commercial Cannabis Businesses, including all Retailers.

SEC. 11-486. OPERATING REQUIREMENTS FOR RETAILERS (A) Retailers that provide delivery are required to verify the age and the necessary documentation of each medical customer to ensure the customer is not under the age of 18 years, and to verify that the potential customer has a valid doctor's recommendation. Doctor recommendations are not to be obtained or provided at the retail location. The age verification requirement applies to both the customer and any person accepting delivery on behalf of the customer. If the latter, the individual must be at least 21 years of age.

(B) Operating hours of the non-store front Retailer shall be limited to the hours of 9:00 a.m. through 9:00 p.m., seven days a week or a reduced duration as stipulated through the discretionary land use permit.

(C) The non-store front Retailer shall only sell cannabis or cannabis products to a natural person 21 years of age or older, or a natural person 18 years of age or older who possesses a physician's recommendation for cannabis medical use only, or a cannabis card issued pursuant to Cal. Health and Safety Code Section 11362.71.

(D) The non-store front Retailer may only have on-site that quantity of Cannabis and Cannabis Products reasonably anticipated to meet the weekly demand for which they may need to be readily available for sale.

SEC. 11-487. NON-STORE FRONT RETAILER VEHICLE REQUIREMENTS.

Prior to commencing operations, a non-store front Retailer shall provide the following information to the city.

(A) Proof of ownership of the vehicle or a valid lease for any and all vehicles that will be used to deliver Cannabis or Cannabis Products.

(B) The year, make, model, color, license plate number, and vehicle identification number (VIN) for any and all vehicles that will be used to deliver Cannabis or Cannabis Products.

(C) Proof of insurance as required in section 11-474(B) for any and all vehicles being used to deliver Cannabis or Cannabis Products.

(D) The licensee shall provide the city with the information required by this section in writing for any new vehicle that will be used to deliver Cannabis and/or Cannabis Products prior to using the vehicle to deliver Cannabis and/or Cannabis Products.

(E) The Commercial Cannabis Business shall provide the city with any changes to the information required by this section in writing within 30 calendar days.

SEC. 11-488. PROMULGATION OF REGULATIONS, STANDARDS AND OTHER LEGAL DUTIES.

(A) In addition to any regulations adopted by the city council, the city manager or his or her designee is authorized to establish any additional rules, regulations and standards governing the issuance, denial or renewal of Commercial Cannabis Business Permits, the ongoing operation of Commercial Cannabis Businesses and the city's oversight, or concerning any other subject determined to be necessary to carry out the purposes of this article.

(B) Regulations shall be published on the city's website.

(C) Regulations promulgated by the city manager shall become effective upon date of publication. Commercial Cannabis Businesses shall be required to comply with all state and local laws and regulations, including but not limited to any rules, regulations or standards adopted by the city manager or his or her designee.

(D) Testing Laboratories, distribution facilities and special events shall be subject to state law and shall be subject to additional regulations as determined from time to time as more regulations are developed pursuant to this section and any subsequent state legislation regarding the same.

SEC. 11-489. COMMUNITY RELATIONS.

(A) Each Commercial Cannabis Business shall provide the name, telephone number, and email address of a community relations contact to whom notice of problems associated with the Commercial Cannabis Business can be provided. Each Commercial Cannabis Business shall also provide the above information to all businesses and residences located within 600 feet of the Commercial Cannabis Business.

(B) During the first year of operation pursuant to this article, the Owner, manager, and community relations representative from each Commercial Cannabis Business holding a permit issued pursuant to this article shall attend quarterly meetings with the city manager or his or her designee(s), and other interested parties as deemed appropriate by the city manager or his or her designee(s), to discuss costs, benefits, and other community issues arising as a result of implementation of this article. After the first year of operation, the Owner, manager, and community relations representative from each such Commercial Cannabis Business shall meet with the city manager or his or her designee(s) when and as requested by the city manager or his or her designee(s).

(C) Commercial Cannabis Businesses to which a permit is issued pursuant to this article shall describe benefits that the cannabis business would provide to the local community, such as community contributions, volunteer services and/or economic incentives.

SEC. 11-490. PERMIT HOLDER RESPONSIBLE FOR VIOLATIONS.

The person to whom a Commercial Cannabis Business Permit is issued pursuant to this article shall be responsible for all violations of the laws of the state or of the regulations and/or the ordinances of the city whether committed by the permittee or any employee or agent of the permittee, which violations occur in or about the premises of the Commercial Cannabis Business whether or not said violations occur within the permit holder's presence.

SEC. 11-491. INSPECTION AND ENFORCEMENT.

(A) The city manager, or his or her designee(s) charged with enforcing the provisions of the city code, or any provision thereof, may enter the location of a Commercial Cannabis Business at any time, without notice, and inspect the location of any Commercial Cannabis Business as well as any recordings and records required to be maintained pursuant to this article or under applicable provisions of state law.

(B) It is unlawful for any person having responsibility over the operation of a Commercial Cannabis Business, to impede, obstruct, interfere with, or otherwise not to allow, the city to conduct an inspection, review or copy records, recordings or other documents required to be maintained by a Commercial Cannabis Business under this article or under state or local law. It is also unlawful for a person to conceal, destroy, deface, damage, or falsify any records, recordings or other documents required to be maintained by a Commercial Cannabis Business under this article or under state or local law.

(C) The city manager, or his or her designee(s) charged with enforcing the provisions of this article may enter the location of a Commercial Cannabis Business at any time during the hours of operation and without notice to obtain samples of the cannabis to test for public safety purposes. Any samples obtained by the City of Oxnard shall be logged, recorded, and maintained in accordance with established procedures by the City of Oxnard city manager or these regulations.

SEC. 11-492. COMPLIANCE WITH STATE REGULATIONS.

It is the stated intent of this article to regulate commercial cannabis activity in the city in compliance with all provisions MAUCRSA and any subsequent state legislation.

SEC. 11-493. VIOLATIONS DECLARED A PUBLIC NUISANCE.

Each and every violation of the provisions of this article is hereby deemed unlawful and a public nuisance.

SEC. 11-494. EACH VIOLATION A SEPARATE OFFENSE.

Each and every violation of this article shall constitute a separate violation and shall be subject to all remedies and enforcement measures authorized by the city. Additionally, as a nuisance per se, any violation of this article shall be subject to injunctive relief, any permit issued pursuant to this article being deemed null and void, disgorgement and payment to the city for any monies unlawfully obtained, costs of abatement, costs of investigation, attorney fees, and any other relief or remedy available at law or in equity. The city may also pursue any and all remedies and actions available and applicable under State and local laws for any violations committed by the Commercial Cannabis Business or persons related to, or associated with, the Commercial Cannabis Activity. Additionally, when there is determined to be an imminent threat to public health, safety or welfare, the city manager, or his or her designee(s), may take immediate action to temporarily suspend a Commercial Cannabis Business Permit issued by the city, pending a hearing before the city manager, or his or her designee(s).

SEC. 11-495. CRIMINAL PENALTIES.

Each and every violation of the provisions of this article may at the discretion of the district attorney or city attorney be prosecuted as an infraction or misdemeanor and upon conviction be subject to imprisonment in the county jail for a period of not more than six months, or both such fine and imprisonment. Each Commercial Cannabis Business may be cited for any violation of any law and/or any rule, regulation and/or standard adoption pursuant to this article. A fine not to exceed \$10,000 for the first violation, \$15,000 for the second violation and revocation of the permit for a period of two years after which time the business operator would have to reapply. The fine for operating an unlicensed and/or unpermitted Commercial Cannabis Business shall be \$30,000 per day and the issuance of a notice to appear in court. Each day a violation is committed or permitted to continue shall constitute a separate offense. At the discretion of the city manager or his or her designee, higher or lower fines or penalties may be recommended based on the facts of individual cases where generally supported by aggravating or mitigating circumstances. Aggravating factors may include, but are not limited to: prior disciplinary history, nature and severity of the act(s), violations, offenses, or crime(s) under consideration, actual or potential harm to the public, actual or potential harm to any consumer, prior warning letters, licensee involvement, premises in high crime area, lack of cooperation by licensee in investigation, appearance and actual age of minor, continuing course or pattern of conduct. Mitigating factors may include, but are not limited to: length of licensure at subject location without prior discipline problems, positive action by licensee to correct problem, documented training of licensee and employees and cooperation by licensee in investigation.

SEC. 11-496. REMEDIES CUMULATIVE AND NOT EXCLUSIVE.

The remedies provided herein are not to be construed as exclusive remedies. The city is authorized to pursue any proceedings or remedies provided by law.”

Section 2. Article XVI of Chapter 7 of the Oxnard City Code (Oxnard City Code Section 7-280 to 7-284) is hereby repealed.

Section 3. Article XV of Chapter 11 of the Oxnard City Code regarding Medical Cannabis Delivery (Oxnard City Code Section 11-390 to 11-403) is hereby repealed.

Section 4. If any section, subsection, phrase, or clause of this Ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrases, or clauses be declared unconstitutional.

Section 5. Within 15 days after passage, the City Clerk shall cause a summary of this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No. 2994 was first read on December 1, 2020, and was adopted on 15 December, 2020, to become effective thirty (30) days thereafter.

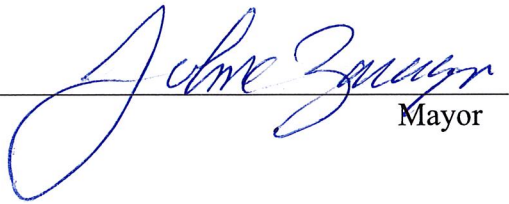
The foregoing Ordinance was adopted at a regular meeting of the City Council of the City of Oxnard, State of California, held on the 15th day of December, 2020, by the following vote:

AYES: Councilmembers Basua, Lopez, MacDonald, Madrigal, Perello, Ramirez, and Zaragoza.

NOES: None.

ABSTAIN: None.

ABSENT: None.



Mayor

ATTEST:



City Clerk

APPROVED AS TO FORM:



Stephen M. Fischer, City Attorney

Kathleen Mallory
Planning and Sustainability Manager
Community Development Department
214 South C Street
Oxnard, CA 93030
(805) 385-8370
Kathleen.Mallory@oxnard.org



Vineyard Retail
dBA - Legendary Organics
c/o Michael Allen
516 Pennsfield Place, Suite 212
Thousand Oaks, CA 91360

(Via Email and First Class Mail)

March 7, 2022

Subject: City of Oxnard – Invitation to Apply for a Retail Cannabis Special Use Permit (CCB Permit Number 2021-07)

Dear Mr. Allen:

It was good to speak with you last Thursday, March 3rd regarding the City's determination that Legendary Organics ("Legendary") has been authorized to apply for a Special Use Permit (SUP) for the retail cannabis location at 2561 E. Vineyard Avenue, Oxnard. Based upon the City Manager's Final Retail Cannabis Application evaluation (February 26, 2021), Legendary is the next retail cannabis applicant authorized to apply for a SUP.

This letter provides notification that Legendary has until September 7, 2022 (six months from date of this letter) in which to have a hearing before the Planning Commission regarding Legendary's SUP application. If Legendary does not meet this deadline, then Legendary's selection as the next retail cannabis applicant to be authorized to apply for an SUP will be revoked.

Should you have any questions pertaining to processing of the SUP, please email them to Jose Coyotl at Jose.Coyotl@oxnard.org. If you have any other questions on the cannabis process feel free to email me or Mat Simpkins at Matthew.Simpkins@oxnard.org.

Best,

A handwritten signature in purple ink that reads "Kathleen Mallory". The signature is written in a cursive, flowing style.

Kathleen Mallory
Planning and Sustainability Manager

NOTICE OF EXEMPTION

Vineyard Retail LLC dba Legendary- Commercial Cannabis Business Retail Special Use Permit (SUP); Located at 2561 North Vineyard Avenue, Oxnard, CA (APN: 132-0-043-190); PLANNING AND ZONING PERMIT NO. 21-516-05 (Retail): A request to permit the operation of a commercial cannabis retail facility within an existing 2,281 square-foot commercial suite of a 10,834 square-foot multi-tenant commercial building on a 0.84-acre site within the General Commercial Planned Development (C-2-PD) zone. Proposed development includes tenant improvements: installation of interior wall partitioning, plumbing upgrades, upgrades to an existing fire alarm system, security upgrades to the existing building, installation of new secure doors/windows, and parking lot improvements. Cannabis retail operations will be conducted between the hours from 9:00 AM to 9:00 PM daily. The proposed project is exempt from environmental review, pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act. Filed by Michael Allen, on behalf of Vineyard Retail LLC dba Legendary Oxnard.

Finding:

The Planning Commission of the City of Oxnard has reviewed the above proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- ☐ Ministerial Project
- ☒ Categorical Exemption
- ☐ Statutory Exemption
- ☐ Emergency Project
- ☐ Quick Disapproval [CEQA Guidelines, 14 Cal. Code of Regs. 15270]
- ☐ No Possibility of Significant Effect [CEQA Guidelines, 14 Cal. Code of Regs. 15061(b)(3)]

Supporting Reasons:

In accordance with Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines, qualifies as a Class 1 Categorical Exemption. This section applies to projects involving “negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.” The Project involves a request to retail cannabis products within an existing commercial building, the project request will not increase the square footage of the existing building. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, the Planning Commission has determined that there is no substantial evidence that the project may have a significant effect on the environment, the project is categorically exempt from the provisions of CEQA, there is no requirement to prepare an environmental document, and the Planning Commission hereby authorizes and directs the Planning and Environmental Services Manager to file a Notice of Exemption with the Ventura County Clerk.

(Date)

Joe Pearson II
Interim Planning Manager

Attachment F

General Plan Consistency Chart

Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed Project. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).
- II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).
- III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

2030 General Plan		Level I	Level II	Rationale
Policy CD-4.1	<i>Mitigate Land Use Conflicts</i> Mitigate conflicts between commercial and other land uses, especially residential and recreational uses.	X		The Project proposes to locate within an existing commercial building which allows for retailing of cannabis products. The proposed site would operate within a commercial area with other businesses that engage in similar retail business practices; therefore, the Project would be compatible. Furthermore, the Project was reviewed for neighborhood compatibility, architectural design compatibility, security, and overall community benefits.
Policy CD-4.2	<i>Commercial Revitalization and Redevelopment</i> Encourage upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers and, especially within redevelopment project areas, continue to develop and implement programs that link commercial areas with their adjoining neighborhoods and increase overall jobs, sales and property valuation.	X		
Policy CD-4.4	<i>Commercial Area Aesthetics</i> Require that older commercial development upgrade/improve landscaping and architecture, if warranted, during discretionary review opportunities.	X		
Policy CD-15.5	<i>Share of Regional Taxable Sales</i> Increase Oxnard's share of tax base and enhance the fiscal health of the City.	X		Cannabis business taxes will be required to be paid as a condition of approval further strengthening the fiscal health of the City.
Policy CD- 17.1	<i>Retain Local Talent</i> Provide opportunities for a variety of local jobs and actively support efforts to retain residents		X	The Project will provide an opportunity for new careers in cannabis retail.

	who have completed higher education.			
Policy CD-18.1	<i>Attract New Businesses</i> Identify and attract a range of commercial, retail and industrial businesses that are compatible with the community's business climate and not detrimental to the existing local economy and environment.		X	The Project will help attract further cannabis related industries which currently are new and have the possibility of improving other local businesses and improving the local economy.
Policy CD-16.5	<i>Industrial and Commercial Development Standards</i> Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.	X		The Project is conditioned to be consistent with the requirements of the General Commercial Planned Development zone which includes architectural and landscape standards suitable for commercial development.
Policy ICS-19.2	<i>Police Review of Development Projects</i> Continue to require the Police Department to review proposed development project and provide recommendation that enhance public safety	X		The Project's security plan was reviewed and conditionally approved by the Oxnard Police Department to ensure crime prevention through preventive security measures and environmental design.
Policy ICS-19.4	<i>Crime Prevention Device Requirements</i> Require crime prevention devices (e.g. deadbolt locks, peepholes, etc.) in all new development.	X		
Policy ICS-19.5	<i>Incorporating Security Design Principles</i> Encourage crime prevention and defensible space through design principles such as those employed through the National Crime Prevention Through Environmental Design program, Neighborhood Watch Program, and/or other appropriate methods to enhance public safety.	X		
Policy SH-7.2	<i>Handling of Hazardous Materials</i> Require that hazardous materials are used, stored, transported and disposed of within the City in a safe manner and in compliance with local, state, and federal standards.	X		The Project has been reviewed and will be conditioned to maintain and store hazardous material in compliance to local, state and federal standards.

ATTACHMENT G

Zoning Consistency with The General Commercial Planned Development

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Maximum Building Height OCC Sec. 16-137	35 feet	26 feet, 6 inches No Change	YES
Front Yard Setback OCC Sec. 16-139	30 feet on Vineyard Avenue Scenic Corridor	74 feet, 8 inches No Change	YES
Side Yard Setback OCC 16-140	5 feet, 0 feet when a lot is zoned general commercial abuts another lot so zoned.	6 inches No Change	YES
Rear Yard Setback OCC Sec. 16-141	15 feet for buildings over 16 feet in height.	13 feet (legal nonconforming) No Change	YES
Vehicle Parking Requirements for Commercial Uses OCC Sec. 16-622	<u>Shopping Center - Neighborhood (Legal Non-Conforming</u> One space per 300 square feet of gross floor area and <u>Cannabis Retail</u> One parking space per 250 square feet or as stipulated in a city traffic engineer approved parking study. Total Required: 45 Parking Spaces	45 Parking Spaces	YES
Bicycle Parking Requirements Commercial OCC Sec. 16-623	Not required for shopping centers less than 50,000 square feet.	10 spaces	YES
Motorcycle Parking Requirements Commercial OCC Sec. 16-624	Uses with more than 25 automobile parking spaces shall provide one designated space for use by motorcycles, Required Motorcycle Parking: 1	1 space	YES
Outdoor Loading and Storage Areas OCC Sec. 16-644	1 loading spaces per 0 - 15,000 square feet of commercial gross floor area Shall be placed in the side or rear yards only and shall be screened.	Legal non-conforming loading areas will be utilized along the west side of the building. The loading zone will be accessible through an	YES, AS CONDITIONED

	A minimum 12-foot high wall shall be provided adjacent to unloading areas to provide for proper screening. Required Loading Spaces: 1	existing door entrance to the tenant floor area.	
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Attachment H

Location and Design of Cannabis Business Requirements Consistency Chart

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Cannabis Manufacturing, Testing and Distribution Businesses Siting Criteria and Buffer Requirements Sec. 11-473(A)	Manufacturing, testing, and distribution facilities are conceptually permitted on property that must be located on property zoned M-L, M-1, M-2, and BRP, as well as auto sales and service, business park, and commercial manufacturing zones within the Rose Santa Clara Corridor Specific Plan. Manufacturing, testing, and/or distribution facilities may also be located in the following specific plan areas subject to relevant specific plan requirements, and input from the business park association (if operational): Northeast Community Specific Plan, Sakioka Farms, Camino Real Business Park, McInnes Ranch Business Park Specific Plan, and Northfield Seagate Business Park Specific Plan.	N/A	N/A
Cannabis Retail Dispensary Businesses Siting Criteria and Buffer Requirements Sec. 11-473(B)	Retail dispensaries are conceptually permitted in property zoned DT-C, DT-G, C-1, C-1-PD, C-2, C-2-PD, CPD, and business park, retail commercial, and commercial manufacturing zones within the Rose Santa Clara Corridor Specific Plan. Retail dispensaries may also be located in the following specific plan areas subject to relevant specific plan requirements, and input from the business park association (if operational): RiverPark - commercial office, commercial convention, and commercial regional, Sakioka Farms, and Camino Real Business Park.	The location is within General Commercial Planned Development (C-2-PD).	YES
Letter of Support from the Specific Plan Management Company or Association	Compliance with any specific plan requirements, including a letter of support from the specific plan management	The project is in compliance with the C-2-PD zone (see Attachment G). The	YES

Sec. 11-473(C)	company or association	property is not located within a specific plan management company or association area.	
Distance Requirements Sec. 11-473(D)	(1) It shall be no closer than 600 feet of any of the following: (a) Any school providing instruction in kindergarten or any grades 1 through 12, whether public, private, or charter, including pre-school, transitional kindergarten, and K-12. (b) A commercial daycare center licensed by the city or county that is in existence at the time the license is issued, unless the State licensing authority or the city specifies a different radius. (c) A youth center that is in existence at the time the license is issued, unless the State licensing authority or the city specifies a different radius. (2) The distance specified in this section shall be the horizontal distance measured in a straight line from the property line of the identified use to the closest property line of the lot on which the cannabis use is located without regard to intervening structures.	The nearest public park (Vineyards Park) is approximately 1,000 feet away from the project site.	YES
Findings Sec. 11-473(E)(1)	Conform with the city's General Plan, any applicable specific plans, master plans, and design requirements.	The project is in compliance with the General Plan and C-2-PD zone (see Attachments F and G).	YES
Findings Sec. 11-473(E)(2)	Comply with all applicable zoning, and specific plan requirements, and related development standards.	The project is in compliance with the C-2-PD zone district and other pertinent sections of the OCC (see Attachments F and G).	YES
Findings Sec. 11-473(E)(3)	Be constructed in a manner that minimizes odors to surrounding uses, and promotes quality design and construction, and consistency with the surrounding properties.	The project includes Odor Control devices	YES, AS CONDITIONED

Findings Sec. 11-473(E)(4)	Be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and all items required for the development.	The project is in compliance with the requirements for development (see Attachment G).	YES
Findings Sec. 11-473(E)(5)	Be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.	The project is indirectly served by and connected to Highway 101. The proposed use is anticipated to generate traffic in quantities that are consistent with the original commercial uses which were intended to occupy the building.	YES
Findings Sec. 11-473(E)(6)	Be provided with adequate electricity, sewerage, disposal, water, fire protection (sprinkler and alarm; retrofit when determined necessary by the fire marshal) and storm drainage facilities for the intended purpose.	The project is currently served by adequate electricity, sewerage, disposal, and water. The proposed use is anticipated to generate traffic in quantities that are consistent with the original commercial uses which were intended to occupy the building. The project has been conditioned to comply with Fire Marshal requirements.	YES, AS CONDITIONED
Cannabis Retail Operating Requirement - Limited Access Areas Sec. 11-485(K)	A retailer shall establish limited-access areas and permit only authorized individuals to enter the limited-access areas.	The project is designed with a check in lobby area and a staff click to enter feature to enter the cannabis retail sale floor area. The project has been conditioned to comply with limited access area requirements.	YES, AS CONDITIONED
Cannabis Retail Operating Hour Requirements Sec. 11-485(L)	Operating hours of the storefront retailer license shall be limited to the hours of 9:00 a.m. through 9:00 p.m., seven days a week or reduced as stipulated through the discretionary land use permit.	The project will operate within the hours of 9:00 a.m. and 9:00 p.m. The project has been conditioned to restrict store retail hours based on the operating hour requirements.	YES, AS CONDITIONED
Cannabis Retail Parking Requirements Sec. 11-485(M)	Parking requirements shall be in accordance with chapter 16, article X of the Oxnard City Code - 1 parking space per 250 square feet or as stipulated in a	The project meets the parking requirements.	YES, AS CONDITIONED

	city traffic engineer approved sparking study.		
Cannabis Retail Storefront/ Retail Security Requirements Sec. 11-485(N)	All security measures required by section 11-477 (operating standards) are directly applicable to and binding on all commercial cannabis businesses, including all retailers.	The project is conditioned to provide security as specified by the Security Plan approved by the Chief of Police.	YES, AS CONDITIONED

RESOLUTION NO. 2022-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 21-516-05 (COMMERCIAL CANNABIS RETAIL) TO ALLOW A COMMERCIAL CANNABIS RETAIL FACILITY WITHIN AN EXISTING 2,281 SQUARE-FOOT COMMERCIAL SUITE OF AN APPROXIMATELY 13,230 SQUARE FOOT MULTI-TENANT COMMERCIAL BUILDING ON A 0.84-ACRE SITE LOCATED AT 2561 NORTH VINEYARD AVENUE (APN: 132-0-043-190), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS.

WHEREAS, on September 1, 2022, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing and considered an application for Planning and Zoning Permit No. 21-516-05 filed by Michael Allen on behalf of Vineyard Retail LLC dba Legendary Oxnard in accordance with Section 16-530 of the Oxnard City Code; and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Section 15301 (Existing Facilities) Categorical Exemption. Further, the project does not trigger any of the Exceptions to the Exemptions (Section 15300.2) to defeat the Exemption:

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project site is located within the 2030 General Plan land use designation of Commercial General (CG) and a Zoning designation of General Commercial Planned Development (C-2-PD). The Project is surrounded by commercial and residential buildings. The project site and adjacent sites do not contain any known environmental resource of hazardous or critical concern. Therefore, the project will have no impact on an environmental resource of hazardous or critical concern.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed cannabis retail facility is consistent with the 2030 General Plan, the Oxnard City Code, and is compatible with the scale and character of other commercial development in the project area. Any projects requiring discretionary

approval would be analyzed with the 2030 General Plan, and the Oxnard City Code for consistency and CEQA for any potential impacts. Therefore the project will have no significant cumulative impact.

- (c) **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The proposed cannabis retail facility will not result in an unusual circumstance that would cause the project to have a significant effect on the environment. The project will not alter the commercial and residential uses of the surrounding development and the property does not contain any unusual environmental characteristics as the property is surrounded on all sides by established commercial developments. Therefore, the project will not have a significant effect on the environment due to unusual circumstances.

- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements, which are required as mitigation by an adopted negative declaration or certified EIR.**

The project is not located in or adjacent to a State designated scenic highway.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on April 5, 2022.

- (f) **Historical Resources. A categorical exemption shall not be used for a project, which may cause a substantial adverse change in the significance of a historical resource.**

The project site does not contain an existing or potential landmark, point of interest, or historic resource, and it is not located within an existing, proposed, or potential Historic District. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.

WHEREAS, the proposed project is consistent with the following:

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD:

SECTION 1. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Special Use Permit Staff Report and all attachments thereto, the Planning Commission finds:

1. **The proposed use is in conformance with the General Plan, and other adopted policies of the City of Oxnard.**

As described in the Staff Report, the proposed cannabis retail facility is an allowable use within the General Commercial Planned Development (C-2-PD) zone, subject to approval of a Special Use Permit. As documented in the attachments to the staff report, the Project is in compliance with 2030 General Plan, Oxnard City Code, and the elements thereof and other adopted standards. Therefore, this Project meets this finding.

2. **The nature, condition and development of adjacent uses, buildings and structures shall be considered, and no proposed Special Use Permit shall be granted if the approval body finds such use will adversely affect or be materially detrimental to such adjacent uses, buildings or structures or to the public health, safety or general welfare.**

As described in the Staff Report, the Project will allow cannabis retail within an existing commercial multi-tenant building. As the Project will be located more than 600 feet from established commercial cannabis sensitive uses, the Project is consistent with public health, safety and general welfare by City standards. As conditioned, the Project will not aggravate policing issues when properly regulated through the imposition of and compliance with the conditions of approval. Based on these factors, this business, responsibly managed, would not have an adverse impact on area crime or demand for police services. As such, this Project meets this finding.

3. **The site that is subject to the Special Use Permit shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and items which may be required by Section 16-532 (Conditions).**

As described in the Staff Report, the Project will be located within an existing development within the General Commercial Planned Development (C-2-PD) zone which has previously been reviewed and approved to ensure the development is adequately proportional to the size of the property and served by public

infrastructure. The existing project site is a developed 0.84-acre lot. Pursuant to the C-2-PD zone, the Project will be located within an existing building designed to be consistent with the development and design standards included within the C-2-PD zone, including, but not limited to, maximum building height, front, side and rear setbacks, lot coverage, landscaping, and equipment screening standards. The existing development is not consistent with the City's parking standards for bicycle parking (5 required). The parking lot will provide parking for a minimum of 45 vehicles, including 2 accessible parking spaces, and 12 compact parking spaces, 1 motorcycle parking space, and the project has been conditioned to provide a total of 10 bicycle spaces within the whole of the shopping center's shared parking lot. The project site has a frontage and vehicular access on North Vineyard Avenue and Olive Street. Proposed interior tenant improvements to the site will be reviewed for compliance with C-2-PD zoning requirements. Given these circumstances, the site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards. Therefore, this Project meets this finding.

4. **The site that is subject to the Special Use Permit shall be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.**

As described in the Staff Report, the Project is currently served by existing infrastructure and will continue to be accessed directly from Olive Street and Vineyard Avenue, which indirectly connects to Highway 101. The proposed cannabis retailer is not anticipated to generate significant traffic that would require improvements to infrastructure. Therefore, the site for the proposed retail of cannabis products will be served by highways adequate in width and improved as necessary to carry project-generated traffic.

The existing development is not consistent with the City's parking standards for bicycle parking (5 required). The parking lot as designed will provide parking for a minimum of 45 vehicles, including 2 accessible parking spaces, and 12 compact parking spaces, and 1 motorcycle parking space. Based on the configuration of the proposed cannabis retail facility the entire project site requires 1 loading zone space. The project will utilize an existing legal nonconforming loading zone at the west of the building access by a service door entrance to the tenant space. The project is consistent with City parking requirements. The project has been conditioned to include a total of 10 bicycle parking spaces within the whole of the shopping center's shared parking lot, to design bicycle space during the building permit process, and provide these spaces prior to a Certificate of Occupancy being issued. The project includes short term parking to support bicycle use. Therefore, the site will be served by streets, highways, transit and bike facilities adequate to provide access to the proposed building and its anticipated uses. As such, this Project meets this finding.

5. The site that is subject to the Special Use Permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities.

As described in the Staff Report, the proposed Project will operate within an existing development with minor tenant improvements proposed. The Project has been reviewed by City Departments and divisions who have determined that the project is currently served by adequate electricity, sewerage, disposal, and water. The proposed use is not anticipated to generate utility demands in quantities that are different from other commercial uses which have previously occupied the building. Therefore, the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities. As such, this Project meets this finding.

SECTION 2. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA), determined that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, Section 15301 (Existing Facilities) of the State CEQA Guidelines pertaining to projects involving “negligible or no expansion of use beyond that existing at the time of the lead agency’s determination” may be found to be exempt from the requirements of CEQA. The Project involves a request to retail cannabis products within an existing commercial building, the project request will not increase the square footage of the existing building. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, the Planning Commission has determined that there is no substantial evidence that the Project will have a significant effect on the environment. The Planning and Environmental Services Manager is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein and the Staff Report and all attachments thereto, the Planning Commission hereby approves Planning and Zoning Permit No. 21-516-05 (Commercial Cannabis Business Retail Special Use Permit), subject to the attached conditions of approval.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby approves Planning and Zoning Permit No. 21-516-05 (Commercial Cannabis Business Retail Special Use Permit), subject to the following conditions. The decision of the Planning Commission is final unless appealed in accordance with the provisions of §16-545 of the Oxnard City Code.

STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND-S2*).

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated September 1, 2022 (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a Minor Modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a Major Modification to the plans is approved by the Planning Commission. A Minor Modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A Major Modification shall be required for substantial changes or increases in such items. (PL, *G-2*)
3. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Planning Manager allows the Applicant to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)
4. By commencing any activity related to the project or using any structure authorized by this permit, the Applicant accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)

5. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, G-6)
6. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
7. Applicant shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Applicant shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
8. Applicant shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
9. Before placing or constructing any signs on the project property, Applicant shall obtain a sign permit from the City. Except as provided in the sign permit, Applicant may not change any signs on the project property. (PL/B, G-10)
10. Applicant shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
11. Applicant shall not permit any combustible refuse or other flammable materials to be burned on the project property, except as provided in a permit issued by the Fire Chief.
12. Applicant shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
13. If Applicant, owner or tenant fails to comply with any of the conditions of this permit, the Applicant, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
14. Prior to issuance of building permits, Applicant shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

State Law and Regulations Compliance

15. The permittee shall comply with all relevant law, ordinance, or regulation of the State of California, City of Oxnard, and any other governmental entity Laws and Regulations at all times during the life of the permit.
16. Wherever a condition requires that something be initially “built,” “constructed,” “equipped,” “installed,” “provided” or the like in a certain fashion or per certain requirements or approvals, it also requires that the same shall at all times be “maintained” in accordance with the condition, requirement or approval.

PLANNING DIVISION STANDARD CONDITIONS

17. Any application for a Minor Modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, *PL-2*)
18. Before the City issues building permits, the Applicant shall include a reproduction of all conditions of this permit as adopted by Resolution of the Community Development Director / Planning Commission in all sets of construction documents and specifications for the project. (PL, *PL-3*)
19. Before the City issues building permits, the Applicant shall provide to the Planning Manager color photographic reductions (8 1/2” by 11”) of full-size colored elevations and any other colored exhibit approved by the Planning Commission. The Applicant may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)
20. The Applicant may not modify any use approved by this permit unless the Planning Manager determines that the Applicant has provided the parking required by the City Code for the modified use. (PL, *PL-7*)
21. During the plan check review process, the Applicant shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)
22. Prior to issuance of building permits, the Applicant shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. The

Applicant shall submit a plan showing both the lighting and landscape on the same sheet.

23. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. The Applicant shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. The applicant shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, *PL-8*)
24. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)
25. Applicant agrees to participate in a water conservation program that includes refitting water fixtures existing on the project property with water conserving devices within residences or businesses in the City's water service area, if such a program is in effect when building permits are issued for this project. Among the requirements of such a program might be refitting existing toilets, faucets, shower heads, landscaping irrigation or other fixtures and items that consume water within the structure. (PL, *PL-14*)
26. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, *PL-15*)
27. Prior to issuance of building permits, Applicant shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*).
28. Applicant shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, *PL-50*)

COMMERCIAL

29. Applicant shall recess or screen roof heating and cooling systems and other exterior mechanical equipment from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Applicant shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, *PL-41*)

30. Applicant shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, PL-42)
31. For any exterior utility meter panels, Applicant shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, PL-43)
32. Prior to issuance of a certificate of occupancy, Applicant shall remove all construction materials and vehicles from the subject property. (PL/B, PL-47)
33. Applicant shall restripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)

Special Conditions of Approval

34. Prior to occupancy, faded striping in parking areas directly in front of the building shall be repainted per City standards.
35. In accordance with the proposed plans, parking facilities for 5 bicycles shall be provided, the configuration and location of which shall be as reviewed and approved by the City Planning Division. The project plans shall be revised to identify bicycle racks, with a minimum of 5 bicycle spaces, to be provided on site near the main front entrance of the building located at 2561 North Vineyard Avenue. Bicycle parking area dimensions and location shall be a paved area at least 6' x 1'6" for each required parking space. Staff shall review all construction documents prior to building permit issuance to assure that the bicycle rack has been provided and is not in conflict with the applicable development standards for building in the General Commercial Planned Development (C-2-PD) zone district.

The applicant shall submit a bicycle parking plan to be reviewed and approved by the Community Development Director or his/her designee(s). All bicycle parking shall comply with AASHTO, NACTO, or APBP standards, as permitted by the California Building Code. The bicycle parking shall be designed to provide two (2) points of contact on the bicycle, be supported upright, and cause no stress onto tires. All provided bicycle parking shall be able to accommodate a standard U-lock. Bicycle parking area dimensions and location shall be a paved area at least 6' x 1'6" for each required parking space and shall be located outside of pedestrian walkways, loading areas, landscape planters, etc. Where feasible, bicycle-parking areas should be covered.

36. No final inspection or occupancy permit shall be granted until all construction and landscaping is complete in accordance with the plans approved and the conditions required herein.
37. All landscape materials shall be as represented to or as specified by the Planning Commission, and any deviation will require the express approval of the Chief of Police. Once constructed or installed, all improvements shall be maintained in accordance with the approved plans and in a manner acceptable to the Chief of Police. This includes landscape materials being maintained in a healthy and weed-free manner at all times.

PLANNING DIVISION CANNABIS CONDITIONS

Automatic Expiration

38. The Commercial Cannabis Business Permits shall expire, and be subject to the renewal process in Chapter 11 of the Oxnard City Code twelve (12) months after the date of issuance of the Certificate of Occupancy pursuant to the Oxnard City Code Section 11-459.

Renewal

39. All Commercial Cannabis Business Permits shall be renewed in accordance with Chapter 11, Article XVII of the Oxnard City Code.

Appeals

40. The permittee shall within ten (10) calendar days after the date of a decision of the City Manager or his/her designee(s) to revoke, suspend or deny a permit, or to add conditions to a permit, an aggravated party may appeal such action by filing a written appeal with the City Clerk setting forth the reasons why the decision was not proper. At the time of filing, the permittee shall pay the designated appeal fee, established by Resolution of the City Council from time to time.

Revocations of Commercial Cannabis Business Permits

41. Commercial Cannabis Business Permits may be revoked for any violation of any law and/or any rule, regulation and/or standard adopted pursuant to Sections 11-461, 11-462, 11-468, or 11-477 pursuant to any policy, procedure or regulation adopted by the City. The City Manager or his/her designee may immediately suspend operation of the uses approved by this permit pending a hearing on the revocation of this permit's conditions and/or a license issued by the State of California, or by any of its departments or divisions, or if there is a single serious violent crime or single significant incident to which multiple police units or multiple police jurisdictions

respond associated with the operations of this use, which is detrimental to the public safety or health. The City Manager or his/her designee shall immediately inform the Community Development Director and Planning Manager of the suspension and the Planning Manager shall schedule a hearing on the revocation of the permit by the Community Development Director or other competent hearing officer to be held no more than 30-days after the beginning of the suspension. In the hearing, notice will be provided establishing the causal factors that caused the suspension and determination shall be made with the below options:

- a. End the suspension of the permit;
- b. Continue the suspension of the permit pending other legal action;
- c. Amend the permit conditions;
- d. Direct the permittee to change operations or business practices that precipitated the suspension of the permit;
- e. Or, any combination of the above;
- f. And, provide benchmarks and timeline for corrective action to take place.

42. The Applicant agrees suspension of a license issued by the State of California, or by any of its departments or divisions, shall immediately suspend the ability of a commercial cannabis business to operate within the City, until the State of California, or its respective department or division, reinstates or reissues the State license. Should the State of California, or any of its departments or divisions, revoke or terminate the license of a commercial cannabis business, such revocation or termination shall also revoke or terminate the ability of a commercial cannabis business to operate within the City of Oxnard.

Enforcement and Compliance

43. For the life of the permit, the Applicant shall be responsible for all violations of the laws of the State of California or of the regulations and/or the ordinances of the City of Oxnard, whether committed by the Applicant or any employee or agent of the Applicant, which violations occur in or about the premises of the commercial cannabis business whether or not said violations occur within the permit holder's presence.
44. Applicant agrees to pay enforcement, compliance, and inspection fees set by the City's Fee Schedule. Applicant shall deposit the equivalent of 30 hours of the Planning Hourly Fee (currently \$134.27 per hour) during plan check review to cover staff time, billed at an hourly rate, for conditions compliance, required inspection, and reporting associated with commercial cannabis project, PZ 21-516-05. Additional funds will be required as deposits are depleted to less than the equivalent of 10 hours of the Planning Hourly Fee or as additional funds are needed as determined by the Community Development Director.
45. All operators are subject to all penalties as outlined in Oxnard City Code.

Property Owner Authorization

46. Prior to the issuance of a zone clearance or business license, whichever comes first, the Applicant shall be required to provide a signed and notarized statement from the owner of the property acknowledging that the property owner agrees to use of the property for a Commercial Cannabis Business Permits subject to Chapter 11, Article XVI, Section 11-475 of the Oxnard City Code.

Business Location Transfers

47. Commercial Cannabis Business Permits represent a land use entitlement and cannot be transferred from one location to another unless they comply with the transfer provisions outlined in Chapter 11, Article XVII of the Oxnard City Code.

Business Notification

48. The Applicant shall provide to the City, the name, telephone number, and email address of a community relations contact (community relations officer) designated by Applicant. The community relations contact shall be responsible for responding to complaints, should they arise between the hours of 10:00 p.m. and 7:01 a.m. Complaints shall be addressed within fifteen minutes of receiving the initial complaint.
49. The Applicant shall provide the name/phone number/email address for the business community relations officer to all businesses and residences located within six hundred (600) feet of the commercial cannabis business before operation of the business. The contact name and number shall be prominently posted outside of the facility.
50. During the first year of operation, the owner, manager, and community relations officer shall attend quarterly meetings with the City Manager or his/her designee(s), and other interested parties as deemed appropriate by the City Manager or his/her designee(s), to discuss conditions of approval, operations, and overall cannabis activities in the subject location.
51. After the first year of operation should no permit condition(s) violations be identified, the owner, manager, and community relations officer shall meet with the City Manager or his/her designee(s) when and as requested by the City Manager or his/her designee(s).

Inventory Tracking

52. Prior to issuance of a certificate of occupancy, the Applicant shall have in place a State of California approved point-of-sale or management inventory tracking system to track and report on all aspects of the commercial cannabis business including, but not limited

to, such matters as cannabis tracking, inventory data, gross sales (by weight and by sale) and other information which may be deemed necessary by the City. The commercial cannabis business shall ensure that such information is compatible with the City's record-keeping systems. In addition, the system must have the capability to produce historical transactional data for review at the request of the City. Furthermore, any system selected must be approved and authorized by the City Manager or his/her designee(s) prior to being used by the permittee.

53. All cannabis and cannabis products sold, distributed or manufactured shall be cultivated, manufactured, and transported by licensed facilities that maintain operations in full conformance with the State and local regulations.

Onsite Restrictions

54. Sales of cannabis may only occur between the hours of 9:00 A.M. and 9:00 P.M. daily.
55. The Applicant shall conform with the following requirements to prevent minors from having access to cannabis products:
- a. Persons under the age of twenty-one (21) years, or eighteen (18) years with a medical marijuana card, shall not be allowed on the premises of a commercial cannabis business and shall not be allowed to serve as a driver for a mobile delivery service. It shall be unlawful and a violation of this Article for any person to employ any person at a commercial cannabis business who is not at least twenty-one (21) years of age.
 - b. The entrance to the commercial cannabis business shall be clearly and legibly posted with a notice that no person under the age of twenty-one (21) years of age is permitted to enter upon the premises of the commercial cannabis business.
56. Cannabis shall not be consumed by any employee or patron on the premises of any commercial cannabis business.
57. No outdoor storage of cannabis or cannabis products is permitted at any time.

Operational Requirements for Retailers

58. Sales and service of cannabis or cannabis products is limited to only the customer service area, which consists of approximately 2,281 square feet inside the building as identified on PZ No. 21-516-05 floor plans presented at the Planning Commission public hearing on September 1, 2022 and incorporated herein.
59. Access to the customer service area is to be controlled by an access door from a common lobby. A maximum of two (2) patrons may be served by one (1) budtender at any time. The budtenders and security personnel shall be readily identifiable personnel and are to monitor and control the behavior of customers in and around the premises.

60. There shall not be any amplified music or live bands unless the licensee has a valid Entertainment Permit issued by the City of Oxnard, pursuant to Oxnard City Code Section 11-187.

Odor Control

61. Odor control devices and techniques shall be incorporated in all commercial cannabis businesses to ensure that odors from cannabis are not detectable off-site. Commercial cannabis businesses shall provide a sufficient odor absorbing ventilation and exhaust system so that odor generated inside the commercial cannabis business that is distinctive to its operation is not detected outside of the facility, anywhere on adjacent property or public rights-of-way, on or about the exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas, or any other areas available for use by common tenants or the visiting public, or within any other unit located inside the same building as the commercial cannabis business. As such, commercial cannabis businesses must install and maintain the following equipment, or any other equipment which the Community Development Director or his/her designee(s) determine is a more effective method or technology:
- a. An exhaust air filtration system with odor control that prevents internal odors from being emitted externally; and
 - b. An air system that creates negative air pressure between the commercial cannabis businesses interior and exterior, so that the odors generated inside the commercial cannabis business are not detectable on the outside of the commercial cannabis business.

Signage and Notices

62. The permittee shall conform with the following Signage Specifications:
- a. In addition to the requirements otherwise set forth in this section, business identification signage for a commercial cannabis business shall conform to the requirements of the City of Oxnard regulations, including, but not limited to, seeking the issuance of a City sign permit.
 - b. No signs placed on the premises of a commercial cannabis business shall obstruct any entrance or exit to the building or any window.
 - c. Each entrance to a commercial cannabis business shall be visibly posted with a clear and legible notice indicating that smoking, ingesting, or otherwise consuming cannabis on the premises or in the areas adjacent to the commercial cannabis business is prohibited.
 - d. Business identification signage shall be limited to that needed for identification only and shall not contain any logos or information that identifies, advertises, or lists the services or the products offered. No commercial cannabis business shall advertise by having a person holding a sign and advertising the business to passersby, whether such person is on the premises of the commercial cannabis business or elsewhere including, but not limited to, the public right-of-way.

- e. Signage shall not be directly illuminated, internally or externally. No banners, flags, billboards or other prohibited signs may be used at any time.
- f. No cannabis or cannabis products or graphics depicting cannabis or cannabis products shall be visible from the exterior of any property issued a commercial cannabis business permit, or on any of the vehicles owned or used as part of the commercial cannabis business.

Community Benefits Agreement

- 63. Prior to issuance of a certification of occupancy, Applicant shall enter into a signed and recorded Community Benefits Agreement with the City. Said agreement shall include the following:
- 64. Retail
 - a. One time payment of \$250,000
 - b. Donation of 1% of gross revenues to the City of Oxnard required to be paid with the associated yearly business license fee. This amount is in addition to the license fee and the City cannabis taxes.
 - c. Requirement to hire 75% of the businesses employees from the City of Oxnard, as defined in Chapter 11 of the Oxnard City Code.

BILLING AND LICENSING CONDITIONS

Cannabis Business Tax Certificate

- 65. Prior to commencing operations, any business engaged in a Commercial Cannabis Business shall obtain a Commercial Cannabis Business tax certificate, pursuant to Article I. The Commercial Cannabis Business taxes imposed by Chapter 11, Article XVI of the Oxnard City Code shall be paid, in arrears, on a quarterly basis to the City Licensing Department.
- 66. The Applicant for a Commercial Cannabis Business shall secure from the Department of Billing and Licensing a commercial cannabis business tax certificate.
- 67. On applying for a Commercial Cannabis Business tax certificate, the applicant shall furnish to the tax administrator a sworn statement, on a form provided by the tax administrator setting forth the following:
 - a. The exact nature of the Commercial Cannabis Business for which the Commercial Cannabis Business tax certificate is applied;
 - b. The street address where such business is to be conducted, the street addresses of the residences of the owners of the business or names and street addresses of the officers or partners if a corporation or partnership;
 - c. If the amount of the Commercial Cannabis business tax is measured by gross receipts, the applicant shall estimate the gross receipts for a period of one full calendar quarter. Such an estimate, if accepted by the tax administrator as

reasonable, shall be used in determining the amount of the Commercial Cannabis Business tax. However, the amount is only provisional.

- d. At the end of the tax period, the tax administrator may request the certificate to verify gross receipts. Within 30 days of the request, the certificate shall report to the tax administrator the gross receipts during the Commercial Cannabis Business tax period, and the Commercial Cannabis Business tax will be redetermined. If the certificant underpaid the redetermined Commercial Cannabis Business tax, the certificant shall immediately pay the amount due.

Reporting and remittance of quarterly tax payments

68. The Commercial Cannabis Business tax shall be paid in arrears on a quarterly basis.
69. Each person owing Commercial Cannabis Business tax for a calendar quarter shall, no later than the last day of the month following the close of the calendar quarter, file with the tax administrator a statement of the tax owed for that calendar quarter and the basis for calculating the tax.
70. For the purpose of ascertaining the amount of Commercial Cannabis Business tax owed or verify any representations made by any taxpayer to the city in support of his or her calculation, proof of gross revenues (including but not limited to bookkeeping records, State and Federal income tax returns, and other records relating to the gross receipts of the business) must be provided prior to obtaining or renewing a Commercial Cannabis Business tax certificate.
71. Quarterly after commencing operations, Applicant shall allow the City of Oxnard officials or their designees to have access to the business's books, records, accounts, together with any other data or documents relevant to its permitted commercial cannabis activities, for the purpose of conducting an audit or examination. Books, records, accounts, and any and all relevant data or documents will be produced no later than twenty-four (24) hours after receipt of the City's request, unless otherwise stipulated by the City. The City may require the materials to be submitted in an electronic format that is compatible with the City's software and hardware.
72. At all times during the life of the permit, Applicant shall pay all sales, use, business and other applicable taxes, and all license, registration, and other fees required under federal, state and local law. Each commercial cannabis business shall cooperate with the City with respect to any reasonable request to audit the Commercial Cannabis Business' books and records for the purpose of verifying compliance with this section, including but not limited to a verification of the amount of taxes required to be paid during any period.
73. The Applicant shall maintain accurate books and records in an electronic format, detailing all of the revenues and expenses of the business, and all of its assets and liabilities. On no less than an annual basis (at or before the time of the renewal of a

Commercial Cannabis Business permit issued pursuant to Chapter 11, Article XVI, Section 11-476 of the Oxnard City Code), or at any time upon reasonable request of the City, each Commercial Cannabis Business shall file a sworn statement detailing the fiscal value of sales by the Commercial Cannabis Business during the previous twelve-month period (or shorter period based upon the timing of the request), provided on a per-month basis. The statement shall also include gross sales for each month, and all applicable taxes paid or due to be paid. On an annual basis, each owner and operator shall submit to the City a financial audit of the business's operations conducted by an independent certified public accountant. Each permittee shall be subject to a regulatory compliance review and financial audit as determined by the City Manager or his/her designee(s)

Employee Work Permit

74. Prior to issuance of a certificate of occupancy for the Commercial Cannabis Business, all employees are required to comply with Chapter 11, Article XVI, Section 11-455 of the Oxnard City Code which specifies the requirements for employees of cannabis operators; the Cannabis Employee Work Permit is required to be obtained from the City Licensing Department.
75. Cannabis Employee Permit Requirements shall comply with Chapter 11:
 - a. Cannabis Employee Work Permit Application;
 - b. Cannabis Employee Work Permit Fee \$125.00, or as update by the City;
 - c. Age and verification of applicant, copy of government ID required (must be at least 21 years of age);
 - d. Investigation Questionnaire;
 - e. Live Scan (fingerprinting and a recent photograph of the applicant); and
 - f. A statement signed under penalty of perjury that the information is true and correct.
76. A Cannabis Employee Work Permit shall be valid for up to twelve (12) months from the date of certificate of occupancy and shall be renewed on an annual basis by the permittee/employer and all applicable employees. If a permit is issued for less than a 12-month basis, then the cost of such permit shall be adjusted on a pro-rata basis.
77. The Applicant and Commercial Cannabis Business employees will be issued a permit in the form of a personal identification card that shall be worn in a prominent and visible location. The identification card shall be maintained in good and readable condition at all times.

Employment Transfers

78. In the event a person changes employment from one Commercial Cannabis Business in the City to another, the work permit holder shall notify the applicable Department Head or his/her designee(s) in writing of the change within ten (10) days, or the work permit

shall be suspended or revoked, and such person shall not be permitted to work at any Commercial Cannabis Business within the City.

Revocation of Employee Work Permit

79. The City may immediately revoke the commercial cannabis employee permit should the permit holder be convicted of a crime listed in Chapter 11, Article XVI, Section 11-455 of the Oxnard City Code or if facts become known to the City that the permit holder has engaged in activities showing that he or she has been convicted of a crime involving dishonesty.

Appeal of Employee Work Permit Revocation

80. The Applicant may appeal the denial or revocation of a commercial cannabis employee permit by filing a notice of appeal with the City Clerk within ten (10) days of the date the applicant received the notice of denial/ revocation. Revocation shall follow the provisions contained in Oxnard City Code Chapter 11.

POLICE CONDITIONS

Security Measures

81. The Applicant shall implement sufficient security measures to deter and prevent the unauthorized entrance into areas containing cannabis or cannabis products, and to deter and prevent the theft of cannabis or cannabis products at the Commercial Cannabis Business. Except as may otherwise be determined by the City Manager or his/her designee(s), these security measures shall include, but shall not be limited to, all of the following and are considered in addition to the Best Practices identified in the guidelines for issuance of a Cannabis Business Permit and/or conditions imposed as part of the land use permit approval.
82. An alarm system shall include intrusion, fire, and panic button components. The system shall be remotely monitored by a licensed alarm service provider. The burglar alarm system shall utilize dual technology sensors and be able to differentiate between human and non-human motion. These sensors shall be mounted throughout the premises and specifically include: Secured Lobby, Retail Area, Service Counter, Secured Storage Vault, Intake Area, Employee Break Area, Manager's Office, Corridor and the Roof.
83. An access control system and security personnel shall restrict access to the site to persons engaged directly with the permitted operations of the Commercial Cannabis Business.

84. Security personnel shall remove any person on or about the Commercial Cannabis Business who is not engaged directly with the permitted operations of the business.
85. Except for live growing plants which are being cultivated at a cultivation facility, all cannabis and cannabis products shall be stored in a secured and locked vault or vault equivalent. All safes and vaults shall be compliant with Underwriter Laboratories burglary-resistant and fire-resistant standards. All cannabis and cannabis products, including live plants that are being cultivated, shall be kept in a manner as to prevent diversion, theft, and loss.
86. A security camera system shall monitor activity inside and around the Commercial Cannabis Business. The system shall provide secure real-time access to the City Manager or his/her designee(s) of any and all cameras at the site. The system shall meet or exceed current industry standards. The system shall be reevaluated every five years on the anniversary of the issuance of the permit to ensure the system, software and equipment meets current industry standards. The Commercial Cannabis Business shall upgrade equipment within six-months of the reevaluation when findings have identified needed improvements or upgrades.
87. A security plan shall be approved by the Police Chief or his/her designee(s). The security plan shall include all elements of the alarm system, security camera system, and access control system. The plan shall also include security policies, cash handling policies, security personnel post orders, and requirements for security patrols during hours the business is closed. The security plan is subject to review on the annual anniversary of the issuance of the permit. Should a deficiency in the plan be discovered through findings during an inspection, a theft event, an audit or other significant event where a flaw in the security plan failed to sufficiently capture or deter a theft, loss of product, or an injury the plan may be amended by the Police Chief or his/her designee(s).
88. Any bars installed on the windows or the doors of the Commercial Cannabis Business shall be installed only on the interior of the building.
89. Security personnel shall monitor premises in accordance with a security plan as authorized by the City Manager or his/her designee(s), and must have a verified response security patrol when closed. Security personnel must be licensed by the State of California Bureau of Security and Investigative Services personnel and shall be subject to the prior review and approval of the City Manager or his/her designee(s), with such approval not to be unreasonably withheld. Firearms may be carried by security personnel while they are on duty if authorized by the Police Chief.
90. Each Commercial Cannabis Business shall have the capability to remain secure during a power outage and shall ensure that all access doors are not solely controlled by an electronic access panel to ensure that locks are not released during a power outage.

91. Entrance areas are to be locked at all times and under the control of a designated responsible party that is either:
 - a. An employee of the Commercial Cannabis Business; or
 - b. A licensed security professional
92. Each Commercial Cannabis Business shall have an accounting software system in place to provide point of sale data as well as audit trails or both product and cash, where applicable.
93. Each Commercial Cannabis Business shall demonstrate to the Police Chief, City Manager or their designee(s) compliance with the state's track and trace system for cannabis and cannabis products, as soon as it is operational.
94. Each Commercial Cannabis Business shall have state of the art network security protocols in place to protect computer information and all digital data.
95. Exterior vegetation shall be planted, altered and maintained in a fashion that precludes its use as a hiding place for persons on the premises.
96. The Applicant shall identify a designated security representative/liaison to the City of Oxnard, who shall be reasonably available to meet with the City Manager or his/her designee(s) regarding any security related measures or and operational issues. The designated security representative/liaison shall, on behalf of the Commercial Cannabis Business, annually maintain a copy of the current security plan on the premises of the business, to present to the City Manager or his/her designee(s) upon request that meets the following requirements:
 - a. Confirms that a designated Manager will be on duty during business hours and will be responsible for monitoring the behavior of employees.
 - b. Identifies all Managers of the Commercial Cannabis Business and their contact phone numbers.
 - c. Confirms that first aid supplies and operational fire extinguishers are located in the service areas and the Manager's office.
 - d. Confirms that burglar, fire, and panic alarms are operational and monitored by a licensed security company 24 hours a day, seven days a week, and provides contact information for each licensed security company.
 - e. Identify a sufficient number of licensed, interior and exterior security personnel who will monitor individuals inside and outside the Commercial Cannabis Business, the parking lot, and any adjacent property under the business' control.
 - f. Confirm that the licensed security personnel shall regularly monitor the parking lot and any adjacent property to ensure that these areas are: (i) free of individuals loitering or causing a disturbance; (ii) are cleared of employees and their vehicles one-half hour after closing.
97. The Applicant shall have a storage and transportation plan, which describes in detail the procedures for safely and securely storing and transporting all cannabis, cannabis

products, and any currency. The storage and transportation plan shall be a confidential document that is intended to be reviewed and approved by the City Manager and his/her designee(s) and not available for public consumption.

98. The Applicant shall cooperate with the City whenever the City Manager or his/her designee(s) makes a request, without prior notice, to inspect or audit the effectiveness of any security plan or of any other requirement of this Article. Prevention Fire Inspectors shall be allowed access to audit buildings for Fire Life Safety concerns on a yearly basis or as determined necessary per the Fire Marshal.
99. The Applicant shall notify the Police Chief within twenty-four (24) hours after discovering any of the following:(Section 11.437 (E))
 - a. Significant discrepancies identified during inventory. The level of significance shall be determined by the regulations promulgated by the City Manager or his/her designee(s).
 - b. Diversion, theft, loss, or any criminal activity involving the Commercial Cannabis Business or any agent or employee of the Commercial Cannabis Business.
 - c. The loss or unauthorized alteration of records related to cannabis, customers or employees or agents of the Commercial Cannabis Business.
 - d. Any other breach of security.
100. The Applicant acknowledges compliance with the foregoing requirements shall be verified by the City Manager or his/her designee(s) prior to commencing business operations. The City Manager or his/her may supplement these security requirements once operations begin, subject to review by the City Manager if requested by the business owner.
101. The Applicant shall post in a location readily-visible to the public location the original copy of the Commercial Cannabis Business permit conditions of approval and the City issued business license.
102. The Applicant shall prohibit loitering by persons outside the facility both on the premises and within fifty (50) feet of the premises.
103. Prior to the establishment of any Commercial Cannabis Business or the operation of any such business, the employer intending to establish a Commercial Cannabis Business must first obtain all applicable planning, zoning, building, and other applicable permits from the relevant governmental agency which may be applicable to the zoning district in which such Commercial Cannabis Business intends to establish and to operate.
104. The Applicant acknowledges no person shall cause or permit the sale, dispensing, or consumption of alcoholic beverages on or about the premises of the Commercial Cannabis Business.

105. The Applicant acknowledges no person shall cause or permit the sale or tobacco products on or about the premises of the Commercial Cannabis Business.
106. Prior to beginning employment all employees are required to secure and have issued a background check and passed a live scan through the Police Department as specified in Chapter 11, Article XVII of the Oxnard City Code. Results of the background check/live scan shall be provided to the employee and employer(s).
107. Inbound and outbound shipping of product and/or cash shall only occur during daylight hours. Deliveries and departure times of product and/or cash shall be irregular and maintained as a confidential matter known only to those persons who have a need to know.
108. No signage, graphic or symbol displayed visible outside the building shall show that the site is a cannabis business unless the specific sign, graphic or symbol is jointly approved by the Planning Manager and the Chief of Police or their designees.

Exterior Lighting

109. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - a. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
 - b. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - c. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.
 - d. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
110. Exterior lighting of the site including parking areas shall be between 1 and 7-foot candles and shall be in harmony with existing adjacent lighting schemes.

111. All exterior lighting shall operate from dusk to dawn.
112. LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
113. Lighting instruments shall be full cut-off and installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.
114. Outdoor lighting instruments shall not be placed in close proximity of parking lot trees. In the event outdoor lighting instruments and trees are in close proximity an additional sheet will be required illustrating light and tree placement showing trees with a 20-year maturity.
115. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above any walking/driving surface. This plan shall be submitted to specialprojects@oxnardpd.org and approved prior to the issuance of building permits.
116. Safe Room construction shall consist of the below minimum features:
 - a. Concrete or CMU wall or walls and/or
 - b. Wood or steel stud constructed walls and ceiling wrapped with a metal mesh enveloped under drywall surfacing. Metal mesh shall have a minimum weight of .45 lbs. per sq. ft. and be opened spaced no more than 76%.
 - c. Other than doors, openings in the metal mesh walls shall not be larger than 12-inches square to provide HVAC ventilation and similar mechanical access.
 - d. Each door and window shall have callouts on plans identifying their size and design features.
 - e. Any service windows shall be constructed with a securable metal door or plate and have a vertical opening no taller than 12-inches.
117. Retail sites shall install security glass or interior mounted roll-up security screens for each window.. Design, placement and exceptions shall be approved by Planning and Police prior to the issuance of Building Permits.

Operations and Inspections

118. The permittee is authorized to operate the commercial cannabis retail business license between the hours of 9:00 a.m. to 9:00 p.m, subject to lighting requirements of these conditions.

119. Cash handling procedures shall be approved by the police chief or his/her designee.
120. Except for live growing plants which are being cultivated at a cultivation facility, all cannabis and cannabis products shall be stored in a secured and locked vault or vault equivalent. All safes and vaults shall be compliant with Underwriter Laboratories burglary-resistant and fire-resistant standards. All cannabis and cannabis products, including live plants that are being cultivated, shall be kept in a manner as to prevent diversion, theft, and loss.
121. A security camera system shall monitor activity inside and around the Commercial Cannabis Business. The system shall provide secure real-time access to the City Manager or his/her designee(s) of any and all cameras at the site. The system shall meet or exceed current industry standards. The system shall be reevaluated every five years on the anniversary of the issuance of the permit to ensure the system, software and equipment meets current industry standards. The Commercial Cannabis Business shall upgrade equipment within six-months of the reevaluation when findings have identified needed improvements or upgrades.
122. The business shall have the capability to remain secure during a power outage and shall ensure that all access doors are not solely controlled by an electronic access panel to ensure that locks are not released during a power outage.
123. Each Commercial Cannabis Business shall have an accounting software system in place to provide point of sale data as well as audit trails or both product and cash, where applicable.
124. Each Commercial Cannabis Business shall demonstrate to the Police Chief, City Manager or their designee(s) compliance with the state's track and trace system for cannabis and cannabis products, as soon as it is operational.
125. Each Commercial Cannabis Business shall have state of the art network security protocols in place to protect computer information and all digital data.
126. Exterior vegetation shall be planted, altered and maintained in a fashion that precludes its use as a hiding place for persons on the premises.
127. Scheduled and unscheduled inspections of the site may occur during the business' authorized hours of operation, or under the below listed circumstances:
 - a. At a time while the business is closed that is mutually agreed to by the business' management and the Police Department
 - b. During any criminal investigation at the business.
128. The Applicant acknowledges compliance with the foregoing requirements shall be verified by the City Manager or his/her designee(s) prior to commencing business operations. The City Manager or his/her may supplement these security requirements

once operations begin, subject to review by the City Manager if requested by the business owner.

129. Prior to beginning employment all employees are required to secure and have issued a background check and passed a live scan through the Police Department as specified in Chapter 11, Article XVII of the Oxnard City Code. Results of the background check/live scan shall be provided to the employee and employer(s).

Retail Cannabis Conditions

130. Each customer entering the business shall present a valid form of government issued photo identification. A staff member or licensed security professional shall use an approved “identification card scanner” which verifies the age of the customer. The security officer will also visually confirm that the person presenting the identification card by matching the person with the card’s photo and confirming other data on the card.
131. The permittee shall acquire an “identification card scanner” for use by a staff member or licensed security professional to screen all customers as they enter the business. These scanners shall have these features:
- a. Determine that the person is legal age to enter the premises.
 - b. Records the data from the presented identification including name, address, and date of birth and the time and date of the scan.

Security Camera System

132. A security camera system shall be installed and operated 24-hours a day to monitor the activity at the site. The system shall be designed to capture images of all persons and all vehicles that enter the site. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with these minimum standards:
- a. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Grayscale images are expected for infra-red lighting.
 - b. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c. Cameras shall have low light capability to facilitate the later identify persons involved in criminal or problem activities.
 - d. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - e. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
 - f. Recorded images shall bear a date and time stamp that cannot be altered.
 - g. All entry doorways to the premises shall be monitored by a camera or cameras that are strategically mounted to capture quality images of the heads and shoulders of persons who enter. Such cameras shall be mounted no higher than 7-feet above the floor/ground.

- h. At least one camera shall be dedicated to the point of sale, or equivalent as determined by the Police Chief, to monitor the exchange of money and identification checks for age.
- i. A monitor shall be placed near the primary entrance to the business to show patrons their image has been captured.
- j. Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
- k. Site management shall provide in a timely manner any digital records of security camera or access control systems requested pursuant to a police investigation or for the periodic inspection of equipment required under these conditions.
- l. The video system shall be made available to the Chief of Police or his/her designee at all times by means of a secure Internet connection.
- m. Height gauges are required on the interior frame of each exterior door
- n. A high definition cloud based-video security system shall be used with a required 90 day tamper proof hard drive or software system pursuant to BCC 5044. System will be remotely accessible by the Chief of Police or his designee at all times. Prior to 90 days, no video will be erased without prior approval from the Chief of Police. At no time shall the business be open if the security system is down regardless of the presence of armed security guards.
- o. Cameras shall be mounted outside the business to monitor pedestrian and vehicular traffic around the business. Where possible and practical, cameras will be positioned to capture the faces of persons approaching the business and the license plates of vehicles driving on parking area drive aisles.

Access Control Systems

133. The site shall be equipped with an access control system that shall restrict access throughout the site.
- a. The access control system shall have the capability to add, subtract or modify a cardholder's access.
 - b. Access to various areas or rooms within the site will be restricted based on the cardholder's need for access according to the business plan and the security plan.
 - c. The primary entry to the site shall be controlled by a card or similar instrument coupled with a keypad to provide entry. A keypad entry will be required for the first access of each business day. Each employee authorized for "opening" entry shall have their own access and their own emergency code.
 - d. Access to interior "safe rooms" where product and cash are stored shall require keypad and pass card to enter.
 - e. Those persons authorized to utilize keypad entry locations will have two passcodes unique for their use. One passcode for normal entry and one for "distress" entry. The "distress" entry shall be used if the cardholder is entering under distress such as a robbery, kidnap or threat of harm. Permittee shall coordinate with the alarm service provider for this function.
 - f. An access card providing universal access to the site shall be provided to the Oxnard Fire Department for placement in the site Knox Box.

Alarm Systems

134. Intrusion/burglar alarms shall be “dual” technology and have the capability to differentiate between human and non-human motion. Sensor placement shall be in accordance with the business’ approved Security Plan.
135. Panic alarms shall be installed at various sites within the business to be used in the event of a robbery. Alarm button placement shall be in accordance with the business’ approved Security Plan.

Security Site Plan

136. A Security Site Plan in a pdf format shall be submitted to the Chief of Police or his or her designee and approved prior to the issuance of building permits. The plan shall include:
 - a. The plan shall identify the location of each security camera, camera recording/support equipment, all elements of an access control system, and any safe or secure room or rooms designed to maintain valuable assets or records.
 - b. The plan shall include a chart shall identify each camera by an alpha-numeric, the scope of their capture area, placement of the camera above the floor/ground, make and model of the instrument, type of camera (dome, PTZ, etc.).
 - c. The plan shall identify any area which is served by an intrusion/burglary alarm system.
 - d. The plan shall identify the location of each panic alarm installation.
 - e. The Security Site Plan shall identify all the components of the access control system, their location and a chart that identifies each instrument with an alpha-numeric with the device name, make and model.
137. The Security Plan includes all matters relating to the security camera system, access control system, alarm system, security officer post orders, security site plan and other documents related to the safe and secure operation regulated under this permit. An updated Security Plan in a pdf format shall be submitted to the Police Department to specialprojects@oxnardpd.org under any of the below circumstances:
 - a. Any modification to the site that changes the location of walls, doors or windows.
 - b. Any system upgrades or significant changes to the security camera or access control systems.
 - c. Or, when deemed appropriate by the Chief of Police or his or her designee based on security deficiencies discovered during any inspection of the site or any violation of the conditions of this permit.

138. Any component of the security system including all elements of the alarm, camera and access control systems are subject to replacement, upgrades, adjustments or additions should any of these circumstances occur:
- Equipment is outdated and not up to current industry standards or formats.
 - Or, through the oversight process exercised by the City of Oxnard or the State of California, deficiencies are discovered in the security and monitoring equipment which can be addressed through the adjustment or addition of security equipment.
139. The permittee shall create and maintain Post Orders for security officers working at the site. Post Orders shall be a “living document” and shall be subject to change based on operational experiences, noted deficiencies, and recommendations by the Oxnard Police Department. These orders shall outline the following:
- Specific duties and responsibilities for each security officer.
 - Procedures security officers shall follow during normal operations, emergency circumstances and when a crime is discovered.
 - Post orders shall delineate activities that security officers shall not perform as they distract or interfere from their security role.
 - Post Orders shall be identified by the last approved revision date and shall include the approval of the permittee and a designee from the Oxnard Police Department. Each updated revision shall be reviewed and acknowledged by each security officer working the site.
 - The Post Orders shall be reviewed and approved by the Oxnard Police Department prior to the issuance of the permit and shall be subject to revision as part of any inspection.
 - A copy of the current approved version of the Post Orders shall be available on-site for review by any security officer assigned at the site or any representative of the City of Oxnard visiting the site.

Notifications

140. The permittee shall establish and maintain the following to facilitate communication and notifications between the permittee and the Oxnard Police Department:
- Identify two management level employees as points of contact 24-hours a day, 7-days a week available to respond to the site in the event of an emergency or unlawful entry at the site.
 - A designated email address for the Oxnard Police Department to use for notifications pertaining to the business.
 - The management “points of contact” and the email address for notifications shall be provided by an email to: specialprojects@oxnardpd.org and shall include the names of the point of contact managers, their positions within the business and their phone numbers.
 - The Oxnard Police Department may establish additional staff members as points of contact for the permittee.

141. The Police Chief may temporarily suspend this permit pending a hearing as outlined in Article V of the Oxnard City Ordinance under any of the below circumstances:
 - a. Discovery of any controlled substance or product classified in Schedules I, II, III and IV of the Uniform Controlled Substances Act of the Health and Safety Code and not identified as being permitted at the site within the scope of this permit or an authorizing permit issued by the State of California.
 - b. Failure to maintain security features at or above industry standards, failure to correct security deficiencies required in these conditions in a timely manner, and/or failure to accurately or timely report a loss or theft of product as required under this permit.
 - c. Any sales or transfer of cannabis products outside the restrictions, regulations and tracking mechanisms established through this permit or related cannabis permits issued by the State of California.
142. Bollards or similar barriers shall be placed in front of all windows that the bottom sill is lower than 30-inches above grade and the windows are in close proximity to a vehicle driving surface. Gaps between barriers or other structural features shall be no wider than 5-feet. These barriers shall be identified on the Security Site Plan.
143. All applications of window tinting shall be identified on submitted security site plans. "Black-out" tinting will not be allowed. Tinting that provides for clear outward viewing but blocks viewing from the outside is allowable.
144. Windows shall be protected by either of the following technologies:
 - a. Interior mounted security screens that are 50% see through which allows the interior of the business to be seen during hours where the screen is secured.
 - b. A transparent material that can withstand the impact of a sledge hammer or similar impact tool without breaching the window sufficiently to create a puncture hole of any size.
145. All signage for the site shall require joint approval from authorized designees of the Planning Division and the Police Department.

Cannabis Deliveries

146. All deliveries of cannabis shall require the following:
 - a. The persons making the delivery shall be a minimum of 21-years of age.
 - b. Cannabis products for delivery shall be locked in the truck of the vehicle or secured in a non-portable box or storage unit in the passenger compartment during transport.
 - c. Each driver making a cannabis delivery shall check the identification of the person depicted on the identification is of age and is the person receiving the delivery. The driver shall ensure the recipient of the cannabis product is 21-years of age, or 18 years of age and possess a cannabis medical card. The driver shall photograph or scan the identification using an identification scanner to record and verify the age of the person taking record of the delivery.

- d. The permittee shall provide information on any website menu that clearly states that all deliveries that include cannabis will require the recipient of the cannabis products to present their government photo identification as proof of age. Recommended language for on-line menus: “ The City of Oxnard required the delivery driver to photograph and scan a government issued photo identification of the recipient of all deliveries of cannabis products.
- e. The permittee shall require that staff members taking phone orders for delivery of cannabis products shall advise customers of the requirements under subsection “(c)” of this condition.
- f. On-line orders for delivery which include cannabis products shall have a check box where the customer acknowledges that the recipient of the order must show a government issued photo identification at the time of delivery.

Police Special Conditions

- 147. The unit’s address “2561” shall be painted on the exterior of each rear door of the business in numerals that are 3-inches in height.
- 148. The unit’s address “2561” Shall be painted on the roof of the business in numerals that are 3-feet in height.
- 149. The property shall have and maintain at each vehicle entrance signs posted pursuant to 22658(a) CVC to prohibit unauthorized parking on private property.
- 150. One parking stall at the rear of the business shall be dedicated to applicant’s use for delivery vehicle parking only. The stall shall be in close proximity to the rear door of the business and shall be clearly marked with a sign posted on the wall. The sign shall be no less than 17-inches by 22-inches and the lettering shall be not less than one inch in height. The sign shall state: “Authorized Delivery Vehicle Parking Only All Others Subject To Tow Away. 22658(a) CVC.
- 151. Cannabis retailers shall participate in Police Department and Community drug awareness and educational programs. This participation may include but not be limited to the circulation of informational flyers, staff training opportunities, and DUI educational materials.

FIRE DEPARTMENT STANDARD CONDITIONS

- 152. Applicant shall construct all vehicle access driveways on the project property to be at least 26 feet wide. The Applicant shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. The Applicant shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)

153. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, F-2)
154. Before the City issues building permits, the Applicant shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, F-3)
155. At the Applicant's expense, Applicant shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. A mechanical, civil, or fire protection engineer must certify the tests. The Applicant shall obtain permits for the tests from the Engineering Division. Applicant shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, F-4)
156. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, F-5)
157. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
158. At all times during construction, the Applicant shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, F-7)
159. The Applicant shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
160. The Applicant shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
161. The applicant shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)
162. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, F-11)
163. The Applicant shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, F-12)

164. The Applicant shall install in each structure in the project a detection/alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, F-13)
165. The Applicant shall install in each structure in the project where automatic fire sprinklers are installed a system that automatically opens the skylights in areas affected by fire before the fire sprinklers are activated. (FD, F-14)
166. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F-15)
167. The Applicant shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Applicant shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, F-16)
168. Fire sprinkler coverage is required for:
 - a. Patios, overhangs or any other projections that are 48” or more from the structure.
 - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
 - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
169. Before the city issues a certificate of occupancy, the Applicant shall install a Knox key vault at a location to be determined by the Fire Department.
170. The Applicant shall allow installation of public safety radio equipment in the tower, steeple, roof or other Legendary portion of the building. Such equipment shall not conflict with the architectural design of the building and shall comply with zoning and planning requirements and conditions.
171. The Applicant shall provide the City Manager or his/her designee(s) with the name, telephone number (both landline and mobile, if available) of an on-site employee or owner to whom emergency notice can be provided at any hour of the day. Each commercial cannabis business must have a fire evacuation plan, and plan to address robberies and other emergencies. Said plan shall be reviewed and approved annually by the Fire Department.

ENVIRONMENTAL RESOURCES DIVISION

172. Applicant shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Applicant shall arrange for self-hauling.
173. FOR COMMERCIAL/INDUSTRIAL PROJECTS: To be in compliance with state law, Applicant shall make provisions to divert a minimum of 50%, with an aim of diverting 75% to achieve the new state diversion goal, of the waste material generated during occupancy through source reduction, recycling, reuse, and organics collection programs. Applicant shall submit an "Environmental Resources Division Occupancy Plan" ("Occupancy Plan") to the City's Environmental Resources Division. The Occupancy Plan must clearly state how recyclable and organic material will be managed on site to be in compliance with applicable state law, including what service provider(s) will manage/transport materials to appropriate facilities. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

174. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
175. Developer shall install on-site and off-site electric, cable, telephone and similar utility service laterals underground in accordance with City ordinances in effect at the time City issues a building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
176. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the City Engineer issue a stop work order until such time as the graffiti is removed. (DS-20)
177. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
178. Developer shall pay the cost of all inspections of on site and off site improvements. (DS-22)
179. Developer shall be responsible for all project related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
180. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

181. The project shall comply with the latest California Building Code disabled access requirements for Americans with Disabilities Act (ADA). The site ADA improvements shall upgrade the existing accessible parking spaces to ADA standards.
182. Developer shall reconstruct the unpermitted ADA path of travel that connects to North Vineyard Avenue. The design is subject to review and approval of the City Engineer and/or Building Official. (DS)
183. Developer shall reconstruct the existing trash enclosure to meet City standards to store three (3) material streams that include trash, recycling, and organics. The trash enclosure shall have a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standards on file with the Building and Engineering Division. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS)
184. A reinforced concrete apron shall be constructed along the entire length of the trash enclosure opening that extends to the concrete ribbon gutter. The trash enclosure shall be sprinklered if ordered by the Fire Department. (DS)
185. Developer shall verify the existing sanitary sewer and water services are adequately sized to serve the proposed improvements and provide the information on the improvements plans. (DS)
186. Show all applicable existing and proposed utilities (sewer, water, storm, gas, electrical) affected by the proposed improvement on the site engineering plan. (DS)
187. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. Rack shall be located close to the main building entrance, in a lighted and high visible area. The use of ribbon type bicycle racks is prohibited. (TR-73)

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PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 1st day of September, 2022.

Daniel Chavez, Jr., Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held this 1st day of September, 2022, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

PZ 21-516-05
Vineyard Retail LLC dba Legendary
Oxnard
Commercial Cannabis Business Retail
Special Use Permit (SUP)
2561 North Vineyard Avenue
(APN: 132-0-043-190)

Planning Commission Hearing
By: Randy Baez, Associate Planner

September 1, 2022



Project Description

- A request to permit the operation of a commercial cannabis retail facility within an existing 2,281 square-foot commercial suite of an approximately 13,230 square-foot multi-tenant commercial building on a 0.84-acre.
- As part of the project there will be a tenant improvement consisting of
 - the installation of new partition walls
 - security upgrades to the existing building
 - minor plumbing upgrades
 - upgrades to an existing fire alarm system
 - installation of secure doors/windows
 - parking lot improvements
- Cannabis retail operations will be conducted between 9:00 AM to 9:00 PM daily.
- Application filed by Michael Allen

Project Location

Subject Site: 2561 North Vineyard Avenue

Project Site



General Plan and Zoning Maps

2030 General Plan:



Commercial General (CG)

Zoning Designation:



General Commercial Planned Development
(C-2-PD)

Existing Site

Subject Site: 2561 North Vineyard Avenue Surrounding Uses:

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Shopping Center
North	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Residential
South	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Drive-through Restaurant
East	Commercial General (CG)	General Commercial Planned Development (C-2-PD)	Shopping Center
West	Residential Low (RL)	Single-Family Residential Planned Development (R-1-PD)	Residential



Existing Conditions

Street view looking west.



Background: Development History

- Known as the Vineyard Center Shopping Center.
- On January 16, 1986, the Planning Commission conditionally approved Planned Development No. 418 through Resolution No. 6851. The 13,230 square-foot shopping center was then built in the late 1980s.
- Permits for various tenant improvements have been approved to accommodate the turnover of general commercial establishments.

Background: Cannabis Regulations

- On April 2018, the City Council adopted a cannabis delivery ordinance including permit fees (Ord. No. 2937 - Chapter 11, Article XV).
- In January 2019, the State legalized cannabis delivery by state-licensed firms and eliminated the City's ability to regulate cannabis delivery.
- On June 18, 2019, City Council adopted Ord. No. 2960 establishing regulations pertaining to manufacturing, testing, and distribution of cannabis.
- On October, 1, 2019, City Council then adopted Ord. No. 2965, modifying the discretionary permitting process along with other non-substantive ordinance adjustments pertaining to manufacturing, testing, and distribution of cannabis.
- On September 15, 2020, City Council adopted Ord. No. 2985 to update the cannabis regulations in the City's newly adopted Industrial Code (Chapter 16 of the Oxnard City Code (OCC)).

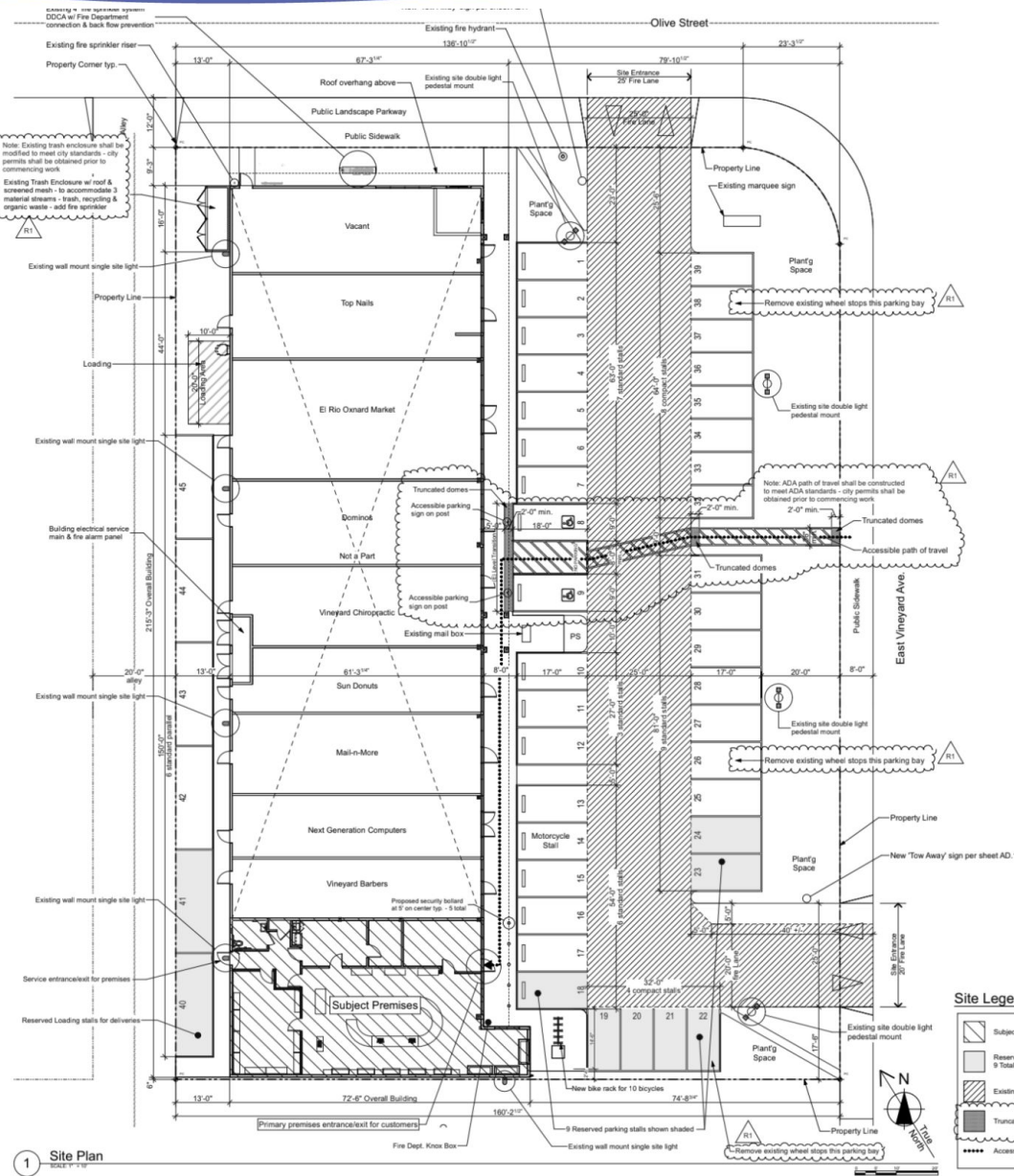
Background: Cannabis Regulations (cont.)

- On December 1, 2020, City Council adopted Ord. No. 2994 establishing regulations to repeal and readopt the former City's Commercial Cannabis Regulations pertaining to cannabis manufacturing, distribution, testing, and retail dispensaries contained in Chapter 11, Article XVII ("Code").

Commercial Cannabis License Selection

- On April 5, 2022, Vineyard Retail LLC dba Legendary Oxnard filed for a request to obtain a Commercial Cannabis Business Permit for a 2,281 square-foot cannabis retail facility.
- On March 7, 2022, Vineyard Retail LLC dba Legendary Oxnard was awarded a conditional Commercial Cannabis Business Permit for cannabis retail. In order to successfully commence and inaugurate the Commercial Cannabis Business Permit Vineyard Retail LLC dba Legendary Oxnard is required to receive approval of a SUP as specified within OCC Section 11-457.

Site Plan



Legendary Organics Oxnard

2561 East Vineyard Ave
Oxnard, CA 93436
Assessor's Parcel Number: 132-0-043-190

Sheet Index

A Architectural
A.1 Proposed Site Plan & General Information
A.2 Proposed Floor Plan, RCP & Roof Plan
A.3 Elevations & Section
A.4 Code Analysis & Egress Plan
A.5 Proposed Security Floor Plan
E Electrical
E.0 Electrical Sheet Index
E.1 Electrical Site Plan
E.2 Photometric Plan

Project Summary Table

Occupancy Group - Existing	B-2 (1962 UBC)
Occupancy Group - New	B-2 (2017 CBC)
Building Use - Existing	Commercial Strip Center
Building Use - New	Commercial Strip Center
Tenant Space Use - Existing	Retail
Tenant Space Use - New	Commercial Strip Center
Type of Construction	V/A
Stories	One Story
Height	22'-0" =
Signatures	New - Fully Signed
Area of T1 Total	2,281 sq. ft.
Occupant Load	See Calculation
Site Area	20,000 sq. ft.
Building Area	13,200 sq. ft.
Parking Stalls Required at 1:300	44
Parking Stalls Provided	45
Zone	C-2 PD

Parking Summary

Type	No.
Standard	21
Compact	12
Standard Parallel	6
Accessible	2
Total Cars	41
Motorcycle	1
Bicycle	33

Parking Notes:

- 9 stalls shall be reserved for the business - a parking lot agreement with other business in complex shall be provided.
- The site was parked at 1 parking space per 300 square foot of gross commercial area. The multi-tenant commercial building area approved was 13,115 square feet resulting in required parking for 44 parking spaces.
- Based on the existing approval and proposed cannabis use the following parking will apply:
 - Neighborhood retail (legal nonconforming) rate 1:300 - area: 10,834 - Total Required Parking: 36
 - Cannabis retail rate 1:250 - 9 parking spaces.

Total Required and Provided - 45 parking spaces

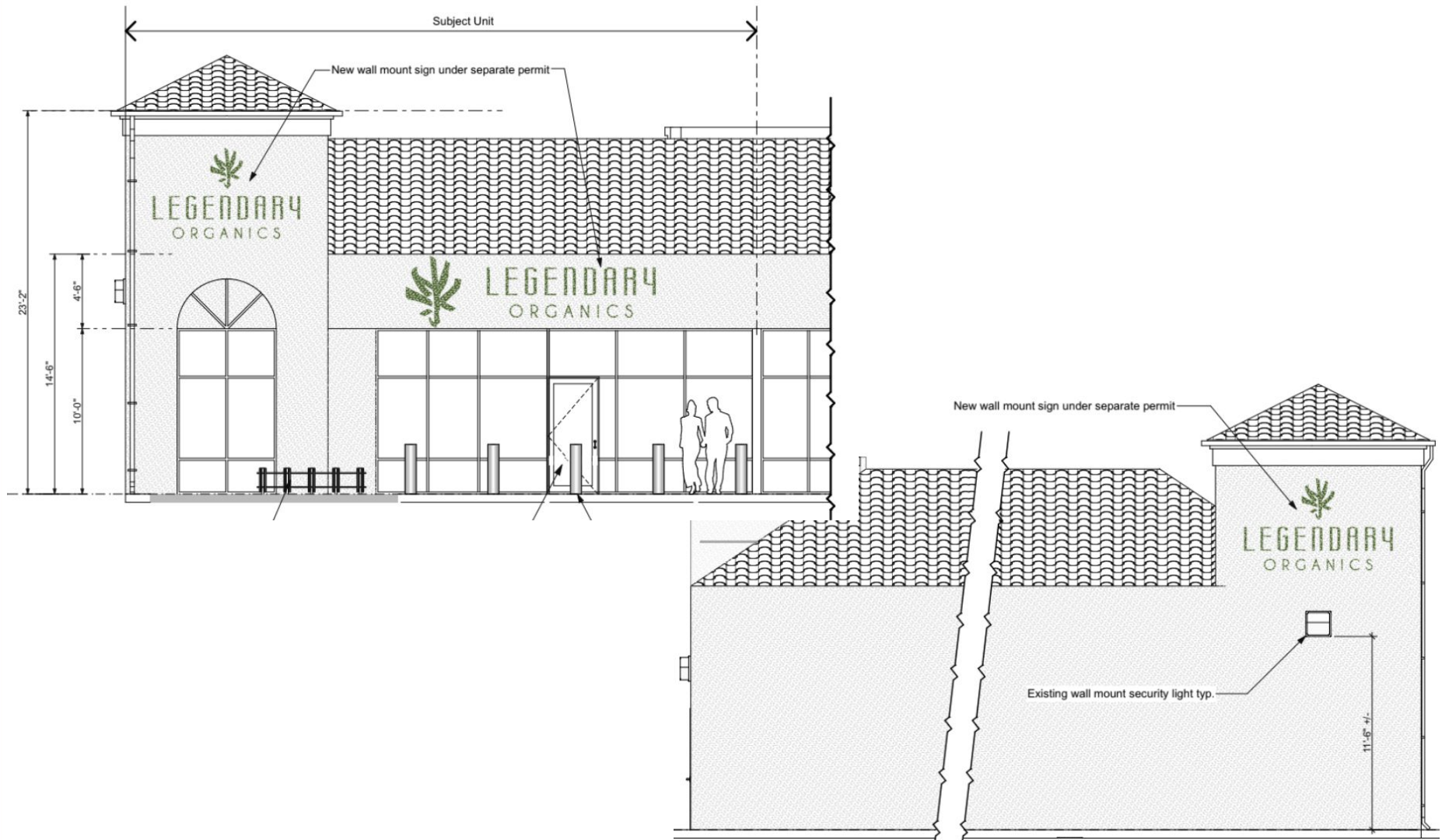
Occupancy Summary

Occupancy Group	Area	Load Factor	Total Occupants
M (Retail)	1,457	60	24.3
B (Business)	894	150	6.0
Total	2,351		30

Vicinity Map



Elevations



Floor Plan / Security Plan

- The applicant provided a security plan with a detailed floor plan which was reviewed and conditionally approved by the Police Department.
- Security measures include:
 - Private Security is required at the property.
 - Security cameras will be installed.
 - Adequate lighting will be provided onsite.
 - Cannabis products will be monitored, tracked, and placed in secure storage.

Public Comments

- The project site is located within the El Rio West Neighborhood.
- On July 7, 2022, the site was posted with Project details and Community Workshop information and the Developer mailed out 189 meeting agenda notices to the residents of the El Rio West Neighborhood.
- On July 18, 2022, the project was presented to the public during a Community Workshop meeting.
- The meeting was attended by approximately 10 members of the public and persons had an opportunity to ask questions.

Public Comments

- Staff did not receive any comments during the Community Workshop
- Following the Community Workshop Staff has not received additional comments.

Key Conditions of Approval

- **Conditions # 15, 43-45:** Abide by City of Oxnard and State of California rules and regulations related to this business.
- **Conditions #38:** The commercial cannabis business permit shall expire, and be subject to the renewable process in Chapter 11 of the Oxnard City Code twelve (12) months after the date of issuance of the SUP pursuant to the Oxnard City Code Section 11-459.

Retail Operating Conditions

- **Conditions # 58-60, 130-131:** Provide regulatory action of cannabis retail procedures to allow only eligible members of the community to purchase product and allow for a secure selling environment.

Police Conditions

- **Conditions # 81-151:** Security features will be implemented as required by adopted cannabis Ordinance.

Key Conditions of Approval (Cont.)

Fire Department Conditions

- **Conditions #152-171:** This broad range of numbers indicates that the system is to be designed to be a safe facility.

Community Benefits / Community Relations

- **Condition #48-51, 63-64:** The project is conditioned to be a good neighbor / member of the community.

Taxes and Inventory Tracking

- **Condition #52-53, 65-73:** These set of conditions help the operator be responsible corporate citizen.

Environmental Review

- In accordance with Section 15301, Class 1 (Existing Facilities) of the State California Environmental Quality Act (CEQA) Guidelines, projects involving “negligible or no expansion of use beyond that existing at the time of the lead agency’s determination” may be found to be exempt from the requirements of CEQA. The project includes:
 - A request for to operate a cannabis retail facility within an existing individual building.
 - The Project will not increase the square footage of the existing building
- No substantial evidence the project will have a significant effect on environment.
- A Notice of Exemption will be filed.

Staff Recommendation

That the Planning Commission

- a) Finds the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities), and
- b) Adopt Resolution 2022-XX approving Planning and Zoning Permit No. 21-516-05 (Special Use Permit – Cannabis: Retail), subject to certain findings and conditions.

End of Presentation

Planning Commission Hearing: September 1, 2022





PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Kathleen Mallory, AICP, Planning & Sustainability Manager

DATE: September 1, 2022

SUBJECT: Planning Commission Adoption of a Resolution Recommending City Council approval of the City of Oxnard Climate Action and Adaptation Plan and an Addendum to the 2030 General Plan Program Environmental Impact Report (PEIR; SCH # 2007041024).

1) Recommendation: That the Planning Commission:

- a) Receive a presentation on the Climate Action and Adaptation Plan (CAAP); and
- b) Receive public comments on the Draft CAAP document; and
- c) Approve Resolution 2022-XX recommending City Council adopt the CAAP and the Addendum to the PEIR.

2) Background: On July 7, 2022, the Planning Commission conducted a public meeting on the aforementioned CAAP (see Attachment 1 - Full July 7, 2022 PC Packet). Additional background on the CAAP process is provided in the Planning Commission staff report for the July 7, 2022 study session, and on the City's CAAP webpage at <https://www.oxnard.org/climate-action-plan/>. At the July 7, 2022 Planning Commission meeting, the Planning Commission received a presentation from the City's CAAP consultant on the Draft CAAP document; received public comment on the Draft CAAP document; and provided feedback on the Draft CAAP document. During the meeting there was a dialogue between the Commission, and Planning as well as Public Works Staff, and the City's CAAP consultant; only discussion items which result in change to the CAAP document or which require further dialogue between the Commission are being discussed in this report. Input from the Planning Commission meeting falls into two categories: Commission input for which there appeared to be general consensus (see Attachment 2) and input for which recommendations and suggested CAAP revision language requires further discussion; See analysis of this staff report and the resolution of approval. (see Attachment 3, Exhibit A, to the Resolution Recommending Approval of the CAAP).

3) Analysis: Based upon discussion during the July 7, 2022 meeting, the Planning Commission generally had consensus with the following CAAP text revisions:

Revisions to the Draft CAAP for Which There was Consensus (in addition to Attachment 2 - Revisions Due to July 7, 2022 Commission Meeting):

- Update the Executive Summary section of the CAAP to include information on what actions the community can do to advance the City's climate goals (presently on pages 5-2 and 5-3 of the CAAP, including Table 5-1). *Staff comment: We will add a section at the end, as part of the implementation section of the Executive Summary, titled "What the Community Can Do To Help" to highlight the critical role that the community will play in helping the City attain its GHG reduction goal. We will point to Table 5-1, and also add a sidebar that emphasizes little investments that the community can make that yield significant reductions in GHG emissions, including those listed for Clean Energy, Transportation, and Waste Reduction and Recycling in Table 5-1. We will include the associated icon for each of these actions so they stand out and relate back to the GHG reduction strategies summarized in the Executive Summary.*
- Add aspirational language and a sense of urgency within the Executive Summary and the opening text. Reduce jargon to make the plan more usable to the public. *Staff comment: The CAAP is a planning document which identifies that climate change is happening and identifies targets and implementation measures for reducing the City's impact on climate change and strengthening the community's resilience. The CAAP is not intended to incite alarm or make claims that potential impacts are imminent. Additional discussion on this topic is provided under Comments 10 and 11 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet). With respect to the comment related to reducing jargon, we recognize that part of the CAAP is technical in nature, such as Chapter 3, which describes where the City's GHG emissions are coming from. Nevertheless, we understand the importance of writing for the layperson. We have included a Terms and Abbreviations section upfront in the CAAP before the Executive Summary, and have tried to avoid technical jargon, or define such terms and references in a sidebar within the chapter. For example, on page 1-2 where we cite relevant legislation related to the CAAP, we define the bills in a text box (e.g., SB 379). Similarly, some figures are designed to illustrate technical concepts, such as Figure 1-2 The Greenhouse Effect. We will review the CAAP again for terms that need explanation or sidebar definitions, and reword terms as appropriate to be more accessible to the layperson.*
- Refine wildfire language on page 4-18 regarding how Oxnard is threatened by wildfires; Oxnard is susceptible to wildland fires along the riverbed, which could reach Oxnard. *Staff comment: We will remove the beginning of the text on page 4-18, to remove "While Oxnard is not directly threatened by wildland fires."*
- Incorporate language that recognizes the current water shortage that the State is experiencing due to climate change. Potentially include rainwater harvesting mechanisms to address shortage, such as rainwater collection from rain gutters. *Staff comment: Rainwater catchment systems are already identified as part of*

Strategy ED2 on page 4-19, which includes an action to distribute informational materials to encourage the use of greywater and rainwater catchment systems for businesses and residents. We can strengthen a related strategy (ED3) to specify rainwater harvesting as an example of alternative irrigation, in addition to the other methods listed to reduce water use, including the planting of drought tolerant, native plants. We can also add an implementing action to Strategy W1: Increase Water Conservation and reuse to encourage the installation of rainwater catchment systems as a means of reducing water consumption.

- Add a resilience, emergency planning component for individual residents. Provide educational support to help residents form a plan for their households, and how to create a network of people who can each provide a necessary item for survival. *Staff comment: Public education is the first strategy (CP1) in the Community Preparedness section in the CAAP. Strategy CP1 on page 4-9 will be expanded to include the suggestions mentioned by the Commission, such as emergency preparedness fairs and networking.*
- The City should consider allowing the use of greywater in the City. *Staff comment: The California Plumbing Code allows use of greywater in certain circumstances. Strategy ED2 on page 4-19 is focused on expanding community water recycling programs, which includes distributing informational materials to encourage the use of greywater and rainwater catchment systems for businesses and residents to enhance the effectiveness of community water recycling programs. This strategy will be strengthened to encourage the expansion of greywater use within the City. We will also add an implementing action to Strategy W1: Increase Water Conservation and reuse to encourage the installation of greywater reuse systems as a means of reducing water consumption.*
- Rollout a plan to implement public Electric Vehicle (EV) charging stations and require EV chargers for handicap parking spaces. *Staff comment: The CAAP includes a goal of 1,500 new EV charging stations by 2030. EV charging is currently allowed within handicapped parking spaces (providing adequate accessibility clearance is achieved). The City has adopted EV accommodation measures consistent with California AB 1236 (2015) and AB 970 (2021) to streamline permitting procedures for electric vehicle charging stations. Additional information on this topic is provided under Comment 15, 21 & 43 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet). Text pertaining to the City's ZEV Master Plan will be augmented to encourage looking at: EV systems which are solar infrastructure reliant; and all feasible placement locations, including California Building Code compliant placement measures (e.g., street light pole placement and right of way considerations).*

CAAP Revision Language Requiring Further Commission Discussion (Attachment 3, Exhibit A):

1. Exceed the State GHG emission reduction target of 40% below 1990 levels by 2030. Consider increasing this to 50% or 60% below 1990 levels by 2030. *Staff comment: The City Council identified the desired percentage in March 2021. Changing this percentage would result in an approximately two (2) year delay in presenting the Final CAAP to the City Council. Additional discussion on this topic is provided under Comment 62 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet). Further, the City's established reduction target is a goal and could be exceeded at any time in the next five (5) years.*

Nevertheless, Exhibit A to Attachment 3 includes language to address Commission input.

Alternative language is suggested: Staff is in support of adding the following text to page 2-10 in 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 the California Air Resources Board (CARB) has adopted its next Scoping Plan update."

2. Project labor agreements (PLA) should be required in order to reduce Vehicle Miles Traveled (VMT). *Staff comment: It is not recommended to require PLA's on projects given that VMT is largely driven by land use policy (density, mix of land uses), transit and pedestrian opportunities, and commuter trips. Additionally, PLA's will not result in a reduction in customer VMT, commercial/industrial VMT. More information on VMT will be communicated to the Planning Commission during a study session which will occur later this year. Additional information on this topic is provided under Comment 36 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet).*

Nevertheless, Exhibit A to Attachment 3 includes language to address Commission input.

Alternative language is suggested: The strategy description for L1 on page 3-30 is recommended to be revised to acknowledge the impact that land use, transit, pedestrian access, mobility, and density have in impacting VMT and sustainability goals.

3. Include a recommendation that the City's Fiscal Year budget allocate \$1Million annually to implement CAAP near term actions. *Staff comment: It is not recommended that a specific percentage or dollar figure be included given that costs are not known at this time and State and Federal renewable energy resource funding is increasing. Appendix F to the CAAP identifies potential Federal, State, Regional and private funding sources for implementing elements of the CAAP.*

Nevertheless, Exhibit A to Attachment 3 includes language to address Commission input.

Alternative language is suggested: The Implementation Steps section on pages 5-5 and 5-6 is recommended to be revised to encourage the City Council to continue implementing CAAP related programs on a yearly basis through funding of departmental goals, policies, and CAAP measures.

4. On City project sites for which lease agreements are being considered, require renewable energy usage on a site in the 80% to 100% range. *Staff comment: The City procures energy from the Clean Power Alliance (CPA). The City selected the 100% renewable level for all CPA accounts within the City (other than the City's enterprise accounts); project sites and accounts are automatically enrolled in this percentage unless they opt down to a lower energy tier or out of the CPA program. If energy is procured from Southern California Edison (SCE) for certain accounts, the content of renewable energy will gradually increase as required by the Public Utility Commission pursuant to SB100 and the Renewables Portfolio Standard. Additional information on this topic is provided under Comment 64 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet). The CAAP established Strategy E.1 to procure zero-carbon electricity from the CPA; therefore, no CAAP change is recommended.*

Nevertheless, Exhibit A to Attachment 3 includes the Commission's recommended input.

Alternative language is not provided as staff does not recommend including this additional language for the reasons communicated under "staff comment", above.

5. Require solar panels and battery storage on new development projects over a certain size (such as multifamily buildings). This would be a step towards transitioning to renewables. *Staff comment: The California Building Code requires solar panels on new single-family residential homes; this will also be required on multi-family housing with certain characteristics and nonresidential buildings for select businesses effective Jan. 2023. Starting January 2023, all buildings required to have a PV system shall also be required to have a battery storage system. As such, the State is already moving in the direction of requiring solar and battery storage in new construction.*

Nevertheless, Exhibit A to Attachment 3 includes the Commission's recommended input, which staff recognizes was provided without a full understanding of California energy code requirements and stipulations.

Alternative language is not provided as staff does not recommend including this requirement, since starting January 2023, the State building code will require new single family and in certain scenarios multi family homes and non-residential buildings to have a solar PV system and a battery storage system.

6. Accelerate the requirement for electrification of new buildings through the adoption of reach codes that ban natural gas in new construction now. In discussion at the Commission meeting, members of the Commission and a few members of the public stated that the City would lose an opportunity to decarbonize buildings if it waited five (5) years to review the CAAP and revise it to implement this requirement. *Staff comment: California's building energy efficiency standards (Title 24, Part 6) will require construction of new homes and multifamily dwellings to be 'electric ready' effective January 1, 2023 (electric ready means that each house built in California after 2022 will either have electrical circuits that can support all appliances or dedicated circuits and panels to easily convert from natural gas to electric in the future). There are also new requirements for energy storage systems in commercial buildings, but electric ready is not required for new commercial or industrial buildings. Future energy and building code updates are expected to have even more progressive 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. 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.*

The Draft CAAP demonstrates that the City can achieve its 2030 GHG target without instituting an electrification reach code, aka the banning of use of gas in new construction. Additional information on this topic is provided under Comment 20 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet).

Nevertheless, Exhibit A to Attachment 3 includes the Commission input.

Alternative language is not provided as staff does not recommend including this additional language, since for the foreseeable future natural gas is needed to provide critical energy resilience, and starting in January 2023 the State building code will have increasingly progressive energy storage and building electrification requirements for new homes and non-residential buildings.

7. A program or policy should be included in the CAAP to transition existing buildings away from gas to all-electric infrastructure. The use of natural gas should be phased out of use in the City. *Staff comment: Strategy B2 includes implementing actions to seek funding and partnerships for transitioning existing buildings to electrification. The State is also implementing climate goals and it is likely that in the future the State will be developing a retrofit protocol and/or including incentives to encourage the transition of existing gas infrastructure to electric. The process of converting an existing building from gas to electric is a significant one - and includes added building retrofit costs (plumbing a dryer from gas to electric for example), and involves substantial implementation challenges and*

questions. Furthermore, 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. 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. Additional information on this topic is provided under Comment 20 of the CAAP Stakeholder and Community Comment Letters (Attachment 2).

The Draft CAAP demonstrates that the City can achieve its 2030 GHG target without banning the use of natural gas in existing buildings.

Nevertheless, Exhibit A to Attachment 3 includes the Commission input.

Alternative language is not provided as staff does not recommend including this additional language, since for the foreseeable future natural gas is needed to provide critical energy resilience, and the process of converting an existing building from gas to electric is complex and expensive. In addition, Strategy B2 includes Actions B2.1, B2.2 and B2.3 to support electrification of existing buildings.

- 4) California Environmental Quality Act (CEQA) Review:** The General Plan Program Environmental Impact Report was certified in 2011. Since then, addenda environmental evaluations were prepared for subsequent General Plan revisions. Pursuant to the CEQA Section 15164, the City has prepared an Addendum (attached to Attachment 3) affirming that the analysis contained in the 2030 General Plan PEIR adequately addresses the potential environmental impacts associated with implementation of the CAAP. The CAAP is an implementing action of the 2030 General Plan. The previously certified PEIR may be viewed on the City's website at City of Oxnard 2030 General Plan PEIR Volume I, Recirculated Draft.

As demonstrated in the environmental analysis of the Addendum, none of the conditions that had been analyzed in the 2030 General Plan PEIR would change with adoption and implementation of the CAAP. Furthermore, no new information of substantial importance meeting the criteria listed in State CEQA Guidelines Section 15162 have been identified. The City has determined that there is no legal or evidentiary basis for the preparation of a Subsequent or Supplemental EIR pursuant to State CEQA Guidelines Sections 15162 and 15163, and that an Addendum to the 2030 General Plan PEIR, as contemplated by State CEQA Guidelines Section 15164, is the appropriate environmental document for the proposed project. The General Plan Addendum has been prepared in compliance with Public Resources Code Section 21000 et seq., and Title 14, Chapter 3 of the California Administrative Code (State CEQA Guidelines).

- 5) Community Outreach:** The City has held numerous workshops and public outreach on the CAAP. A list of outreach events is provided in the July 7, 2022 Planning Commission CAAP Staff Report.

Attachments:

1. July 7, 2022 Planning Commission staff report Planning Commission CAAP Staff Report July 7, 2022, including CAAP CAAP-Public-draft-2022.pdf (oxnard.org)
2. July 7, 2022 Planning Commission Agreed upon Draft CAAP Revisions
3. Resolution of Approval, Including Exhibit A - Commission Recommendations for City Council - Including Addendum No. 1 to the PEIR for 2030 General Plan

Attachment 1

July 7, 2022 Planning Commission Staff Report

Planning Commission CAAP Staff Report July 7, 2022, including CAAP CAAP-
Public-draft-2022.pdf (oxnard.org)



**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

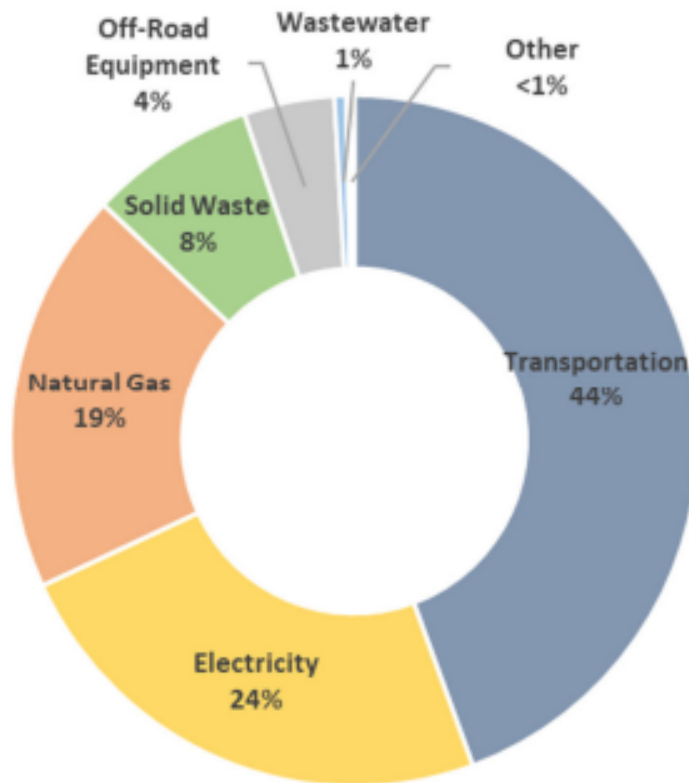
The starting point for addressing climate change mitigation, which is a key component of the CAAP, is an understanding of the sources of the current GHG inventories in the City. These sources include the GHG emissions that the City has direct control over (Municipal GHG

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

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- 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

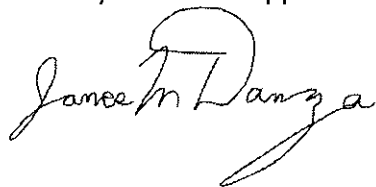
Regarding active participation by residents and businesses best to state: "Residents, workers, and business owners in Oxnard all have a critical role to play in helping the City attain its GHG reduction and climate resiliency goal".

#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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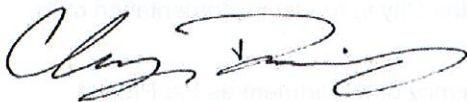
Recommendation	Comments on Recommendation
	Rationale: The <i>Ventura County 2040 General Plan</i> directs County staff to coordinate implementation and maintenance of its CAP with the cities in the county, the Air Pollution Control District, and other organizations to promote countywide collaboration 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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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	As an additional action under section B2, the city should adopt a “REACH” building code requiring new construction to be all-electric.	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	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.	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

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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

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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

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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

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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
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

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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

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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

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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

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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

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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.	

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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

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
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

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
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

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
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

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
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

Attachment 2

July 7, 2022 Planning Commission Agreed upon Draft CAAP Revisions

Attachment 2

Category	Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Proposed Action by Commenter	Relevant Chapter	Response to Comment	Action to be Taken
	87	7/7/22				Incorporate the water shortage into EB3. Potentially including rainwater harvesting			Staff will expand Potential Adaptation Strategy ED3 (Page 4-19), which discusses use of drought tolerant, native plants and alternative irrigation, to include these recommendations.	
	88	7/6/22, via email	Steve Nash	Kathleen Mallory	Planning Commissioner	Change Pg. 4-3 - change text from "homeless" to "unhoused"		Chapter 4	Will make change	Relevant section will be amended
	89	7/6/22, via email	Steve Nash	Kathleen Mallory	Planning Commissioner	Change Pg. 4-32 - insert "high" after "particularly".		Chapter 4	Will make change	Relevant section will be amended
	100	7/7/22			Commissioner	Update the Executive Summary section of the CAAP to include information on what actions the community can do to advance the City's climate goals (presently on pages 5-2 and 5-3 of the CAAP, including Table 5-1)	Action: Update the Executive Summary section of the CAAP to include information on what actions the community can do to advance the City's climate goals (presently on pages 5-2 and 5-3 of the CAAP, including Table 5-1)	ES	Staff will add a section at the end, as part of the implementation section of the Executive Summary, titled "What the Community Can Do To Help" to highlight the critical role that the community will play in helping the City attain its GHG reduction goal. We will point to Table 5-1, and also add a sidebar that emphasizes little investments that the community can make that yield significant reductions in GHG emissions, including those listed for Clean Energy, Transportation, and Waste Reduction and Recycling in Table 5-1. We will include the associated icon for each of these actions so they stand out and relate back to the GHG reduction strategies summarized in the Executive Summary.	Relevant section will be included
	101	7/7/22			Commissioner	Add aspirational language and a sense of urgency within the Executive Summary and the opening text. Reduce jargon to make the plan more usable to the public	Add aspirational language and a sense of urgency within the Executive Summary and the opening text. Reduce jargon to make the plan more usable to the public	ES	The CAAP is a planning document which identifies that climate change is happening and identifies targets and implementation measures for reducing the City's impact on climate change and strengthening the community's resilience. The CAAP is not intended to incite alarm or make claims that potential impacts are imminent. Additional discussion on this topic is provided under Comments 10 and 11 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet). With respect to the comment related to reducing jargon, we recognize that part of the CAAP is technical in nature, such as Chapter 3, which describes where the City's GHG emissions are coming from. Nevertheless, we understand the importance of writing for the layperson. We have included a Terms and Abbreviations section upfront in the CAAP before the Executive Summary, and have tried to avoid technical jargon, or define such terms and references in a sidebar within the chapter. For example, on page 1-2 where we cite relevant legislation related to the CAAP, we define the bills in a text box (e.g., SB 379). Similarly, some figures are designed to illustrate technical concepts, such as Figure 1-2 The Greenhouse Effect. We will review the CAAP again for terms that need explanation or sidebar definitions, and reword terms as appropriate to be more accessible to the layperson.	Technical language will be defined or edited as appropriate
	101	7/7/22			Commissioner	Refine wildfire language on page 4-18 regarding how Oxnard is threatened by wildfires; Oxnard is susceptible to wildland fires along the riverbed, which could reach Oxnard	Refine wildfire language on page 4-18 regarding how Oxnard is threatened by wildfires to not suggest that the City is not susceptible to wildfire at all.	Chapter 4	We will remove the beginning of the text on page 4-18, to remove "While Oxnard is not directly threatened by wildland fires.	Text will be edited as noted in response to comment
	103	7/7/22			Commissioner	Incorporate language that recognizes the current water shortage that the State is experiencing due to climate change. Potentially include rainwater harvesting mechanisms to address shortage, such as rainwater collection from rain gutters.	Augment Strategies ED3 and W1 to include rainwater harvesting mechanisms as a strategy to conserve water.	Chapters 3 and 4	Rainwater catchment systems are already identified as part of Strategy ED2 on page 4-19, which includes an action to distribute informational materials to encourage the use of greywater and rainwater catchment systems for businesses and residents. We can strengthen a related strategy (ED3) to specify rainwater harvesting as an example of alternative irrigation, in addition to the other methods listed to reduce water use, including the planting of drought tolerant, native plants. We can also add an implementing action to Strategy W1: Increase Water Conservation and reuse to encourage the installation of rainwater catchment systems as a means of reducing water consumption.	Text will be added as noted in response to comment
	104	7/7/22			Commissioner	Add a resilience, emergency planning component for individual residents. Provide educational support to help residents form a plan for their households, and how to create a network of people who can each provide a necessary item for survival.	Augment Strategy CP1 on page 4-9 to provide educational support to help residents form a plan for their households and understand how to create a network of people who can each provide a necessary item for survival.	Chapter 4	Public education is the first strategy (CP1) in the Community Preparedness section in the CAAP. Strategy CP1 on page 4-9 will be expanded to include the suggestions mentioned by the Commission, including emergency preparedness fairs and networking.	Text will be added as noted in response to comment
	105	7/7/22			Commissioner	The City should consider allowing the use of greywater in the City.	Augment Strategy ED2 and Strategy W1 to encourage the installation of greywater reuse systems as a means of reducing water consumption.	Chapters 3 and 4	The California Plumbing Code allows use of greywater in certain circumstances. Strategy ED2 on page 4-19 is focused on expanding community water recycling programs, which includes distributing informational materials to encourage the use of greywater and rainwater catchment systems for businesses and residents to enhance the effectiveness of community water recycling programs. This strategy will be strengthened to encourage the expansion of greywater use within the City. We can also add an implementing action to Strategy W1: Increase Water Conservation and reuse to encourage the installation of greywater reuse systems as a means of reducing water consumption.	Text will be added as noted in response to comment

Attachment 2

Category	Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Proposed Action by Commenter	Relevant Chapter	Response to Comment	Action to be Taken
	106	7/7/22			Commissioner	Rollout a plan to implement public Electric Vehicle (EV) charging stations, and require EV chargers for handicap parking spaces.		Chapter 3	The CAAP includes a goal of 1,500 new EV charging stations by 2030. EV charging is currently allowed within handicapped parking spaces (provide adequate accessibility clearance is achieved). The City has adopted EV accommodation measures consistent with California AB 1236 (2015) and AB 970 (2021) to streamline permitting procedures for electric vehicle charging stations. Additional information on this topic is provided under Comment 15, 21 & 43 of the CAAP Stakeholder and Community Comment Letters (Attachment 2 to July 7, 2022 Planning Commission Packet). Text pertaining to the City's ZEV Master Plan will be augmented to encourage looking at: EV systems which are solar infrastructure reliant; and all feasible placement locations, including California Building Code compliant placement measures (e. g., street light pole placement and right of way considerations).	Text will be added as noted in response to comment

Attachment 3

Resolution of Approval, Including Exhibit A – Commission Recommendations
for City Council – Including Addendum No. 1 to the PEIR for 2030 General Plan

RESOLUTION NO. 2022 – _____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL APPROVE THE ADDENDUM TO THE 2030 GENERAL PLAN CERTIFIED PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR; SCH # 2007041024) AND THE CLIMATE ACTION AND ADAPTATION PLAN (CAAP). FILED BY CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, Government Code Section 65300 requires each legislative body and planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the city and any land outside its boundaries which in the planning agency's judgment bears relation to its planning; and

WHEREAS, the State of California Senate Bill 32 (SB 32) calls for a statewide reduction of Greenhouse Gas (GHG) emissions to 40 percent below 1990 levels by 2030; and

WHEREAS, the State of California SB 379 requires for the City to identify the threats the City faces with climate change and provide a list of recommended strategies to address climate change; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and the operative documents of the Oxnard 2030 General Plan consist of the (1) Background Report (2006), and the (2) Goals and Policies (2011); and

WHEREAS, in 2011 the City of Oxnard City Council certified the 2030 General Plan Program Environmental Impact Report (SCH #2007041024); and

WHEREAS, pursuant to the California Quality Act Guidelines Section 15164, the City has prepared an Addendum affirming that the analysis contained in the 2030 General Plan PEIR adequately addresses the potential environmental impacts associated with implementation of the Final CAAP; and

WHEREAS, the City of Oxnard 2030 General Plan includes a Sustainable Community (SC) Element that draws from SB32 and directs the development of a CAAP with the following Goals:

- 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-Appendix-06.2017-SM.pdf> (page 44 of pdf - Page 2-11 of 2030 General Plan document); and

WHEREAS, proposed CAAP has been developed to align with California's statewide target mandated of SB 32, which requires the State of California to reduce GHG emissions 40 percent below 1990 levels by 2030; and

WHEREAS, Since 2021, City Staff held rounds of 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. Virtual public workshops (conducted in both English and Spanish, including translation of PowerPoints) were conducted on May 17 and 22, 2021 asking a series of questions regarding the CAAP 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. Approximately 60 members of the public participated during these two public workshops. Staff also released an online survey from May 1, 2021 through May 31, 2021 in English and Spanish to request public input on key CAAP questions. 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; and

WHEREAS, on January 25, 2022, City Staff presented a report to the Community Services, Public Safety, Housing & Development Committee ("Committee") on the City's CAAP including identification of a reduction percentage in compliance with State law. The report summarizes GHG reduction strategies, and provided the Committee with an update on stakeholder and community input; and

WHEREAS, on January 26, 2021, and January 27, 2021, City Staff held a second round of Virtual Stakeholder meetings with 40 to 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; and

WHEREAS, the City prepared a draft CAAP that was made available to the public for initial review and comment between April 26, 2022 and June 1, 2022; and

WHEREAS, on May 5, 2022 staff 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; and

WHEREAS, on May 9, 2022 staff conducted virtual drop in office hours where community members were encouraged to "drop by" at any time to receive information and ask questions; and

WHEREAS, on May 14, 2022 staff held a virtual community workshop where the Draft CAAP was presented and participants were able to provide input; and

WHEREAS, the Planning Commission held a public meeting on July 7, 2022 to review and provide input on the CAAP. At the July 7th meeting, the Planning Commission received a presentation from the City's CAAP consultant on the Draft CAAP document; received public comments on the Draft CAAP document; and provided feedback on the Draft CAAP document; and

WHEREAS, the Planning Commission held a public meeting on September 1, 2022 to consider approving a resolution recommending that the City Council of the City of Oxnard approve an Addendum to the 2030 General Plan Program Environmental Impact Report (PEIR; SCH # 2007041024 - Addendum No. 1), including recommended changes to the Draft CAAP document (see Exhibit A).

NOW, THEREFORE, the Planning Commission of the City of Oxnard hereby resolves as follows:

Section 1. The foregoing recitals are true and correct and are hereby incorporated into the operative provisions of this Resolution.

Section 2. The Planning Commission recommends that the City Council approve an Addendum to the 2030 General Plan Program Environmental Impact Report (SCH # 2007041024) and approve the City's CAAP, with suggested edits as identified in Exhibit A.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 1st day of September 2022, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Daniel Chavez Jr., Chair

ATTEST: _____
Joe Pearson II

Exhibit A

The Planning Commission recommends that the City Council consider the following modifications to the City's Draft Climate Action and Adaptation Plan (CAAP):

1. Exceed the State GHG emission reduction target of 40 percent below 1990 levels by 2030.

Planning Commission Suggested Draft CAAP Revision - The City's CAAP should be revised to increase the GHG emission reduction target of 60% below 1990 levels by 2030. Funding should be reallocated to evaluate and reconsider reduction targets and policy changes to achieve GHG emission reduction targets of 60% below 1990 levels by 2030.

Staff Recommended Draft CAAP Revision - The City's CAAP should continue to set targets at 40% below 1990 levels. However, page 2-10 should be revised to state that 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 the California Air Resources Board (CARB) has adopted its next Scoping Plan update.

2. Require Project Labor Agreements (PLA) as a way to reduce Vehicle Miles Traveled (VMT).

Planning Commission Suggested Draft CAAP Revision - The description of Strategy L1 on Page 3-30 should be revised to include PLA's as a way to reduce VMT: The City should consider requiring PLAs on development projects as a way to reduce VMT.

Staff Recommended Draft CAAP Revisions - The description of Strategy L1 on page 3-30 should be revised to acknowledge the relationship between VMT and land use policy (density, mix of uses), transit and pedestrian opportunities, and commuter trips.

3. The CAAP Implementation Plan Should Include Yearly Budget Recommendations on Renewable Expenditures.

Planning Commission Suggested Draft CAAP Revisions - The description of Implementation Steps on pages 5-5 and 5-6 should be revised to include a recommendation that the City's Fiscal Year budget allocate a \$1Million annually to implement CAAP near term actions, especially with consideration to the City's two-year Capital Improvement Program (CIP) process.

Staff Recommended Draft CAAP Revisions - The implementation section, pages 5-5 and 5-6 encourages the City Council to continue implementing CAAP related programs on a yearly basis through funding of departmental goals, policies, and CAAP measures.

4. 80% to 100% renewable energy should be required on City project sites for which lease agreements are being secured.

Planning Commission Suggested Draft CAAP Revisions - Action E1.5 on Page 3-9 should be revised to require that on City project sites for which lease agreements are being considered, energy must be procured through 80% to 100% renewable energy sources.

Staff Recommended Draft CAAP Revisions - Alternative language is not provided as staff

does not recommend including this requirement, since the City's new accounts with Clean Power Alliance (CPA) are automatically enrolled in the 100% renewable level by default.

5. Require Solar Panels and Battery Storage on New Development over a Certain Size (such as multifamily buildings).

Planning Commission Suggested Draft CAAP Revisions - Battery storage should be required for single family and multifamily housing construction beginning Jan. 2024. In the year following City Council approval of the CAAP, the City should develop a program to stipulate conditions for which battery storage is required on single family and multi-family residential projects with consideration to project size.

Staff Recommended Draft CAAP Revisions - Alternative language is not provided as staff does not recommend including this requirement, since starting January 2023, the State building code will require new single family and in certain scenarios multi family homes and non-residential buildings to have a solar PV system and a battery storage system.

6. Accelerate the requirement for electrification of buildings through the adoption of reach codes that ban natural gas in new construction now, instead of relying on the State building code that requires electric ready (new) construction effective January 1, 2023.

Planning Commission Suggested Draft CAAP Revisions - Implementing actions under Strategy B2 on page 3-17 should be revised to require that effective January 2023, the City ban the allowance of natural gas in new construction.

Staff Recommended Draft CAAP Revisions - Alternative language is not provided as staff does not recommend including this additional language, since for the foreseeable future natural gas is needed to provide critical energy resilience, and starting in January 2023 the State building code will have increasingly progressive energy storage and building electrification requirements for new homes and non-residential buildings.

7. A program or policy should be included in the CAAP to transition existing buildings away from gas to all-electric infrastructure. The use of natural gas should be phased out of use in the City.

Planning Commission Suggested Draft CAAP Revisions - Implementing actions under Strategy B2 on page 3-17 should be revised to ban the allowance of natural gas in existing buildings.

Staff Recommended Draft CAAP Revisions - Alternative language is not provided as staff does not recommend including this additional language, since for the foreseeable future natural gas is needed to provide critical energy resilience, and the process of converting an existing building from gas to electric is complex and expensive. In addition, Strategy B2 includes Actions B2.1, B2.2 and B2.3 to support electrification of existing buildings.

Addendum No. 1 to PEIR; SCH # 2007041024

Draft City of Oxnard General Plan Update Addendum to the PEIR SCH # 2007041024

Prepared for
City of Oxnard

August 2022

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SCH # 2007041024 prepared for the City of Oxnard General Plan Update

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ADDENDUM TO THE CITY OF OXNARD 2030 GENERAL PLAN PROGRAM EIR

I. Introduction and Background

This document is an Addendum to the Certified Final Program Environmental Impact Report (PEIR) (SCH #20070410241) prepared for the City of Oxnard 2030 General Plan Update, which was completed in 2009 and certified by City Council in 2011. The PEIR analyzed the environmental impacts of implementing the General Plan. Since then, addenda environmental evaluations have been prepared for subsequent General Plan amendments. In accordance with the California Environmental Quality Act (CEQA), this Addendum analyzes the impacts associated with the Draft Climate Action and Adaptation Plan (CAAP) for the City of Oxnard (City) to determine whether the CAAP will result in any new significant environmental impacts or cause a substantial increase in the severity of impacts identified in the PEIR.

As no specific development projects were proposed as part of the General Plan, the PEIR was prepared on a programmatic level. The General Plan proposed an increase in residential land uses, agricultural land, open space, schools, public utility/energy facility, and industrial land uses and a decrease in commercial land, public/semi-public, and other/unclassified land uses pursuant to the proposed land use policy. The PEIR considered the buildout of the General Plan through 2030.

The Sustainable Communities Element of the General Plan included the following policy;

SC-1.3 *Develop a Climate Action and Adaptation Plan 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.

The CAAP implements this General Plan policy and has two major objectives: 1) to reduce the City's greenhouse gas (GHG) emissions that contribute to climate change, and 2) to increase the community's ability to recover from and adapt to the anticipated impacts of climate change. By implementing the CAAP the City intends to align with the State of California's mandated GHG reduction targets, and be better prepared for impacts related to hazard events associated with climate change, such as rising temperatures, extended droughts, wildfire, floods and sea level rise, as well as slow changes that affect agricultural, forestry, and fisheries productivity; ecosystem structure and function; and public health. The CAAP outlines goals, strategies, and actions for

reducing emissions and for increasing community resilience to climate change. The CAAP is designed to ensure that the City does its part to contribute to the goals of California's Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) and its successor legislation Senate Bill (SB) 32, while remaining consistent with the City's General Plan vision for future growth. The reduction of GHG emissions can ultimately establish the City as a leader in addressing the root causes of climate change within its own community. The CAAP is also designed to help the City comply with the requirements of the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill [SB] 375, and SB 379 (2016) by identifying the threats the City faces with climate change and providing a list of recommended adaptation and resiliency strategies to address climate change in the next update to the City's Safety Element of the General Plan.

II. CEQA Authority for the Addendum Analysis Document

As indicated above, this document is an Addendum to the 2030 General Plan Certified PEIR (SCH # 2007041024) and addresses the proposed CAAP. The PEIR included all statutory sections required by CEQA, comments received on the Draft EIR, responses to comments on the Draft EIR, and supporting technical appendices. CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, CEQA Guidelines Section 15164(a) states that:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

In order to give a degree of finality to EIR documentation, Section 15162 of the CEQA Guidelines requires that a Subsequent EIR need only be prepared if:

1. Substantial changes are proposed in the project, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR,

- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency:

1. Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
3. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, implementation of the CAAP would not result in any additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the implementation of the CAAP would be within the envelope of impacts addressed in the PEIR and would not constitute a new or substantially increased significant impact. Based on this determination, the CAAP does not meet the requirements for preparation of a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines.

III. Project Description

A. Project Location and Setting

The City of Oxnard is a coastal community located in Ventura County on the central coast of California (see **Figure 1**). The City is located along the Pacific coastline approximately 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. Oxnard's Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season combine to provide favorable agricultural conditions in the surrounding Oxnard plain. As the largest city in Ventura County, Oxnard is a coastal destination, business center, coastal residential community and the center of a regional agricultural industry.

The General Plan Planning Area encompasses all of the land inside the City Limits, the existing City Urban Limits Boundary (CURB), and additional unincorporated land areas that may influence future planning efforts. The Planning Area covers an area consisting of approximately 44,000 acres. The Pacific shoreline forms the city's entire western and southwestern boundaries. The western boundary extends north along the Pacific Ocean Coast from the northern boundary of the Ventura County Naval Base, around the City of Port Hueneme, to the Santa Clara River.

The northern boundary begins at the coast and extends east-northeast along the Santa Clara River. Approximately one mile east-northeast of Wells Road, the boundary heads directly east across the Santa Clara River for approximately three miles before the boundary turns south (City of Oxnard, 2009).

Figure 1 City of Oxnard Planning Area

B. Purpose and Objectives

The CAAP is a plan for reducing greenhouse gas (GHG) emissions 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 or exceed reduction targets mandated by the State of California; and
2. To enhance the community's resilience to the impacts of a changing climate by addressing the vulnerabilities and risks that are expected to occur as a result of those impacts.

C. Relationship to Other Plans

The CAAP is informed and guided by the goals and policies in the City of Oxnard 2030 General Plan. Specifically, the CAAP represents implementation of General Plan Policy SC-1.3 (see below). The 2030 General Plan sets out a vision to guide future development in the City to the year 2030. Five of the City's General Plan elements—Sustainable Community, Community Development, Infrastructure and Community Services, Environmental Resources, and Safety and Hazards—include policies that are directly related to climate change and the reduction of GHG emissions. The Sustainable Community (SC) Element of the General Plan was developed to better understand and provide a vision for addressing climate change, sea level rise, and energy conservation. This element states the City's commitment to supporting implementation of SB 375 (Sustainable Communities Strategy Bill), the state's primary legislation related to local planning for reducing GHG emissions (AB 32). The policies contained within this element focus on the conservation of energy, water and natural resources, improvements for local infrastructure and water systems, and planning for renewable and alternative energy production as critical issues related to long-term sustainable development. Two policies in particular from the Sustainable Communities Element inform and guide the development of this CAAP:

- 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.

The 2030 General Plan also includes the following policies regarding environmental justice (consistent with the CAAP 2nd objective) and sea level rise:

- SC-1.4 – Awareness of Environmental Justice. Advise other agencies regarding and incorporate environmental justice within City planning, policies, programs, projects, and operations.

- SC-2.3 – Sea Level Rise Consideration in Decision-Making. Ensure that all planning, public works, and related decisions take rising sea level into consideration and take steps to reduce risk of damage or loss of life and property.

The CAAP is consistent with Southern California Association of Government’s 2016 Regional Transportation Plan/Sustainable Communities Strategy (SCAG’s 2016 RTP/SCS), which is the region’s comprehensive long-range transportation plan for implementation of SB 375. The RTP/SCS establishes mechanisms for the development of regional targets for reducing GHG emissions from passenger vehicles and encourages public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements. The RTP/SCS is intended to achieve the goals of SB 375, and consists of strategies to guide new policies and infrastructure development based on recent household and job growth forecasts, market demand and economic studies, and transportation studies. The RTP/SCS addresses both Transit Priority Areas (TPAs) and High Quality Transit Corridors (also called *High Quality Transit Areas*, or HQTAs) to align regional transportation, land use, housing, and GHG emissions planning through the SCS, which illustrates how SCAG would meet a GHG emissions reduction target for passenger vehicles established by California Air Resources Board (CARB). As defined in SB 743,¹ a *TPA* is an area within 0.5 mile of high-quality transit (such as a rail stop or a bus corridor) that provides or will provide at least 15-minute frequency service during peak hours by the year 2035, and an *HQT corridor* means a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

D. Relationship to Statewide Emissions Targets

The 2030 City-wide GHG emissions target in the CAAP reflects the statewide GHG reduction goal outlined in SB 32, which calls for a statewide reduction of GHG emissions to 40 percent below 1990 levels by 2030. The legislation requires that the CARB prepare a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of SB 32. The latest adopted Scoping Plan for SB 32, developed and implemented by CARB in 2017, identifies specific measures to achieve these reductions and recommends that local governments establish GHG reduction targets for both their municipal operations and the community that are consistent with those of the State.

The City's CAAP also has an aspirational goal to achieve carbon neutrality by 2045, a goal that the City will revisit during the next CAAP update, which will occur after CARB has adopted its next Climate Change Scoping Plan update.

The State of California, through Governor’s Executive Orders, has also set longer-term goals of reducing statewide emissions to 80 percent below 1990 levels by 2050 (Executive Order S-03-

¹ To further the state’s commitment to the goals of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the California Global Warming Solutions Act of 2006 (AB 32), and the California Complete Streets Act of 2008 (AB 1358), SB 743 added Chapter 2.7, *Modernization of Transportation Analysis for Transit-Oriented Infill Projects*, to CEQA (Public Resources Code Section 21099). Key provisions of SB 743 reformed the CEQA methodology for analyzing the impacts of urban infill projects to aesthetics and parking and eliminated the measurement of auto delay, including level of service, as a metric for use in measuring traffic impacts in “transit priority areas.”

05); and achieving statewide carbon neutrality by the year 2045 (Executive Order B-55-18). CARB is currently updating the Scoping Plan to assess progress toward the statutory 2030 target and laying out a path to achieving carbon neutrality no later than 2045. The Draft 2022 Scoping Plan Update focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

While it is important that the City, and the State in general, achieve demonstrable progress toward these longer-term emissions reduction goals, it would be speculative to say with any certainty how they can be achieved with the information known today. While setting goals beyond 2030 is important to provide long-term objectives, it is difficult to establish targets beyond a 10-year time frame for which defensible reduction assumptions can be made. CARB's currently adopted Scoping Plan Update (CARB, 2017) focuses on meeting the 2030 reduction target, as directed in SB 32. As acknowledged by CARB in its draft 2022 Scoping Plan Update (CARB, 2022), meeting the State's long-term 2045 and 2050 goals would require significant improvements in the availability and/or cost of near-zero and zero-emissions technology, along with a concerted statewide effort to increase carbon sequestration across forests and working lands, as well as potential increased reductions from ongoing state and Federal legislative actions that are currently unknown. New methods may become available to quantify measures that are currently unquantifiable, and new state and federal regulations may further reduce emissions in sectors currently addressed primarily by local City measures. The City chooses not to use the Executive Order reduction goals for 2045 and 2050 as a threshold of significance because they do not represent adopted GHG reduction plans within the meaning of CEQA Guidelines Section 15064.4(b)(2) and because the City's role in achieving this target is uncertain and likely small. The CAAP aligns with the state in proposing measures to meet the 2030 target and puts the City on a path to achieving deeper reductions consistent with the long-term goals represented by Governor's Orders S-3-05 and B-55-18.

Consistent with national and international agreements, California uses 1990 as the baseline year for tracking and reducing statewide GHG emissions. However, for local planning, 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), which also uses 2010 as a baseline.²

To develop the GHG reduction strategies in the CAAP, the City developed a baseline 2010 GHG emissions inventory and determined future scenarios for emissions to estimate how emissions can be reduced through City-directed actions. The CAAP aims to reduce community-wide emissions to approximately 499,894 metric tons of carbon dioxide equivalents (MTCO₂e) per year by 2030,

² For Oxnard, like most communities, accurately quantifying 1990 emissions is not possible due to the lack of historical data. Thus, deriving a local state-aligned target for 2030 (40 percent below 1990 levels) requires making an adjustment for emissions growth that has occurred between 1990 and the City's 2010 baseline inventory.

which is 50 percent below 2010 levels and considered approximately equivalent to 40 percent below 1990 levels for the City of Oxnard.³

The CAAP demonstrates how the City can achieve its 2030 target by accounting for actions taken by state agencies that will reduce emissions in the city (also known as “regulations and standards”) and identifies several sector-based strategies and GHG reduction measures that can be adopted and implemented locally by the City or others. These prescriptive GHG measures would achieve GHG reductions needed to meet or exceed the City’s 2030 community-wide GHG target. The CAAP also includes implementation and monitoring procedures to ensure progress is being made towards achieving the objectives and specific GHG reduction measures.

The CAAP also provides a range of adaptation strategies as an additional component to climate action planning. The CAAP describes how, due to a changing climate, the City can expect more-extreme heat events, sea level rise, more intense storm and flooding events, worsening air quality, and severe droughts that will strain already constrained water supplies, and how vulnerable communities experience heightened risk and increased sensitivity to climate change and have less capacity and fewer resources to cope with climate impacts. The CAAP identifies the impacts and vulnerabilities faced by the community, as well as adaptation strategies that will help Oxnard’s neighborhoods, natural systems, and infrastructure withstand the effects of climate change.

The City has also developed a CAAP Consistency Review Checklist, in conjunction with the CAAP, to provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA. As discussed in Chapter 5, “Implementation and Monitoring,” new developments that are consistent with growth projections and applicable GHG reduction measures are eligible for streamlining under State CEQA Guidelines Section 15183.5 and 15064.4. The CAAP Consistency Review Checklist (referred to as the “CAAP Checklist”), along with instructions for its use, is provided as Appendix G to the CAAP.

E. Contents of the Climate Action and Adaptation Plan

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

- **Executive Summary:** The executive summary includes a synopsis of the 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

³ To account for the global warming potential of different GHGs, emissions are often quantified and reported as carbon dioxide equivalents (CO₂e). For example, methane is a much more potent GHG than carbon dioxide (CO₂) with 28 times the global warming potential as CO₂; i.e., one ton of methane (CH₄) is equivalent to 28 tons of CO₂e in terms of warming potential over the same time frame.

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.
- **Appendix A— Community and Stakeholder Engagement Reports:** This appendix includes summaries of community and stakeholder engagement activities supporting CAAP development.
- **Appendix B— Major Climate Policies and Regulations in California as of 2022:** This appendix summarizes the key statewide policies and regulations that affect GHG emissions across the state and at the local level.
- **Appendix C— Greenhouse Gas Quantification Methods:** This appendix provides details on how GHG emissions were quantified for the City’s inventories and reduction strategies.
- **Appendix D— City of Oxnard Social Vulnerability Index:** This appendix describes how a social vulnerability index was created for evaluating the vulnerability of Oxnard’s residents to climate change hazards.
- **Appendix E— Partnering Organizations:** This appendix lists the businesses, community-based organizations, and local, state, and federal partners that could potentially work with the City to implement the strategies and actions in the CAAP.
- **Appendix F—Funding Sources:** This appendix provides information on available funding programs that are relevant to CAAP implementation.
- **Appendix G—CAAP Consistency Review Checklist:** This appendix includes the consistency review checklist for new development.

Greenhouse Gas Inventories

A community GHG emissions inventory is an estimate of a defined set of GHGs emitted to the atmosphere from local or regional sources that contribute to climate change. The CAAP is based on the inventory of these GHG emissions,⁴ which identifies and quantifies the sources and amounts of GHG emissions that are generated from activities within the City in one calendar year (i.e., annual emissions). The CAAP establishes a baseline inventory of community GHG emissions from which future changes in emissions are forecasted, and from which the 2030 GHG reduction target is established. The CAAP also presents an inventory of emissions from municipal operations, which forms a subset of community emissions over which the City has direct control.

The CAAP includes GHG inventories for the years 2010 and 2018, which were 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 largely comprises a subset of the Community inventory, utilizes ICLEI’s “Local Government Operations Protocol”.

The 2010 inventory serves as the baseline year from which the City determined its GHG reduction target. The 2010 baseline year was chosen as it was the earliest calendar year for which complete and reliable emissions source and activity data was available. The 2018 inventory represents the most recent calendar year for which complete activity data was available at the time the CAAP was developed. The inventory is organized into GHG Emissions Sectors, which represent a distinct subset of activities that produce emissions. The eight GHG emissions sectors are shown below in order of their contribution (refer to Appendix C for a more detailed discussion of the emissions inventory methods, data sources, and assumptions).

- On-Road Transportation - Emissions from cars and trucks that travel local roads and highways and consume fossil fuels and electricity;
- Electricity - Emissions from the generation of electricity that is used in residential and non-residential buildings;
- Natural Gas - Emissions from the combustion of natural gas used by buildings and industry;
- Solid Waste - Emissions from the decomposition of waste sent to landfills;
- Off-Road Equipment - Emissions from operation of construction and other off-road equipment;
- Wastewater - Emissions from the electricity used to pump wastewater, as well as direct fugitive emissions resulting from wastewater treatment processes and local septic tanks;
- Passenger Rail – local emissions from regional passenger rail (Amtrak and MetroLink); and

⁴ GHGs included in the GHG inventory are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).

- Water - Emissions from the electricity used for treatment and distribution of potable water in the City, as well as building electricity used in water service facilities (e.g., lights, cooling, etc.).

Table 1 summarizes the results for the 2010 and 2018 community-wide inventories, listed by sector and showing the percent contribution of each sector.

In both 2010 and 2018, on-road transportation contributed the most to the community inventory, followed by electricity, natural gas, and solid waste. Combined, these sectors represent approximately 96 percent of the 2010 inventory and 95 percent of the 2018 inventory. Emissions from off-road equipment (e.g., equipment used for construction and landscaping), wastewater, passenger rail, and water use make up the rest of the inventory. Overall, annual GHG emissions have dropped by over 100,000 MTCO₂e from 2010 to 2018, a difference of approximately 12 percent.

TABLE 1
CITY OF OXNARD COMMUNITY GHG EMISSIONS INVENTORIES ^a

Sector	2010	2010 %	2018	2018 %
On-road Transportation	428,030	43%	389,079	44%
Electricity	252,511	25%	207,472	24%
Natural Gas	215,922	22%	165,692	19%
Solid Waste	64,564	6%	68,411	8%
Off-Road Equipment	28,394	3%	37,310	4%
Wastewater	6,432	1%	4,769	1%
Passenger Rail	2,353	<1%	2,137	<1%
Water	1,583	<1%	1,271	<1%
Total Emissions	999,788	100%	876,140	100%

NOTES:

a. Units in MTCO₂e = metric tons of carbon dioxide equivalent, the standard measurement of the GHG emissions produced and released into the atmosphere.

Greenhouse Gas Emissions Forecasts

The CAAP includes a business-as-usual (BAU) forecast of community emissions, based on the expected growth in the City's population, employment, and housing through 2050. Growth forecasts for 2030 and 2050 are based on the socioeconomic data (SED) obtained from the Ventura County Transportation Model, which was used to model future vehicle miles traveled (VMT) for the CAAP, and which is consistent with the SED used in the 2016 SCAG RTP/SCS.⁵ The BAU forecast indicates that Oxnard's emissions would increase in the absence of State regulations (e.g., renewable energy and vehicle fuel efficiency standards) and if no additional actions were taken by the City to reduce emissions. However, State regulations are expected to

⁵ Southern California Association of Government's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), available at: <https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557>

reduce emissions considerably over the next 10 to 30 years. These regulations include the California Energy Commission's 2019 and 2023 Title 24 building energy efficiency requirements, the Renewable Portfolio Standards (SB 350), the Pavley and Advanced Clean Car Standards (AB 1493), and the Low Carbon Fuel Standards (EO S-01-07).

Table 2 summarizes the BAU forecasts for 2030 and 2050, as well as the Adjusted BAU forecasts for 2030 and 2050 that account for these state regulations. The Adjusted BAU forecast shows that by 2030, annual community GHG emissions are expected to be approximately 727,099 MTCO₂e, a 27 percent reduction from the 2010 baseline. By 2050, annual community GHG emissions are expected to be approximately 633,399 MTCO₂e, representing a 37 percent reduction from the 2010 baseline. Additional detail regarding the emissions forecasts methods is provided in Appendix C of the CAAP.

TABLE 2
CITY OF OXNARD COMMUNITY GHG EMISSIONS FORECASTS ^a

Sector	BAU Forecast		Adjusted BAU Forecast	
	2030	2050	2030	2050
On-road Transportation	421,902	476,608	297,561	289,819
Electricity	227,193	260,068	132,019	0
Natural Gas	183,175	220,400	183,175	220,400
Solid Waste	74,182	83,801	74,182	83,801
Off-Road Equipment	34,264	36,216	34,264	36,216
Wastewater	5,171	5,841	3,515	1,376
Passenger Rail	1,581	1,786	1,581	1,786
Water	1,378	1,556	801	0
Total Emissions	948,847	1,086,277	727,099	633,399

NOTES:

a. units in MTCO₂e = metric tons of carbon dioxide equivalent

Greenhouse Gas Emissions Targets and Goals

The City of Oxnard selected GHG emissions targets and goals for the CAAP that represent the City's commitment to doing its fair share and meeting its requirements to help California achieve its ambitious statewide GHG targets, as summarized in **Table 3, State of California Greenhouse Gas Targets**.

TABLE 3
STATE OF CALIFORNIA GREENHOUSE GAS TARGETS

Target Year	GHG Emissions Target	Corresponding Legislation
2020	1990 levels	Assembly Bill 32, the California Global Warming Solutions Act (2006)
2030	40% below 1990 levels	Senate Bill 32, the Global Warming Solutions Act (2006)
2045	Carbon neutrality	Executive Order B-55-18 (2018)
2050	80% below 1990 levels	Executive Order S-3-05 (2005)

NOTES:

GHG = greenhouse gas

- a. *Carbon neutrality* means “net zero” emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of carbon dioxide that is stored, both in natural sinks and through mechanical sequestration.

The CAAP's 2030 target of 499,894 MTCO₂e per year was selected based on guidance provided in the 2017 Scoping Plan Update for local land use development to contribute their "fair share" of emissions reductions to the statewide GHG target for 2030, and was developed to demonstrate consistency with the statewide 2030 target shown in Table 3. The CAAP's 2030 target is 50 percent below 2010 baseline levels, which is approximately equivalent to 40 percent below the City's emissions in 1990. As explained above, the City is not using the Executive Order reduction goals for 2045 and 2050 as a threshold of significance because they do not represent adopted GHG reduction plans within the meaning of CEQA Guidelines Section 15064.4(b)(2) and because the City's role in achieving this target is uncertain and likely small. In addition, CARB's currently adopted Scoping Plan Update focuses on meeting the 2030 reduction target, as directed in SB 32. Therefore, the CAAP aligns with the state in proposing measures to meet the 2030 target and puts the City on a path to achieving deeper reductions consistent with the long-term goals represented by Governor's Orders S-3-05 and B-55-18.

Greenhouse Gas Reduction Strategies and Actions

The CAAP relies on continued implementation of state mandates, as well as local actions for achieving the 2030 target. The Adjusted BAU forecast accounts for implementation of state regulations and standards, as discussed above. Based on the City's 2018 inventory as shown in Table 2, and accounting for the Adjusted BAU forecast shown in Table 3, achieving the City's 2030 target of 499,894 MTCO₂e per year would require reductions of at least 210,615 MT CO₂e per year from local actions by the year 2030 to achieve the 2030 target.

Local actions in the CAAP are organized into the following seven categories containing one to five strategies each.

- Clean Energy (E)
- Green Buildings (B)
- Transportation (T)
- Land Use (L)
- Water Conservation and Reuse (W)
- Waste Reduction and Recycling (R)
- Nature-Based Solutions (N)

The strategies and actions in the CAAP are summarized in **Table 4** below. Additional details for the GHG reduction and actions are provided in the CAAP. Chapter 3 of the CAAP provides a detailed description of each strategy, along with one or more performance objectives, and multiple implementing actions. Information is also provided regarding the co-benefits of implementing the strategy and each strategy's alignment with relevant state and regional initiatives. Implementing actions include new ordinances, policies, resolutions, programs, incentives, and outreach and education activities, which together would achieve the GHG

reductions needed to achieve the 2030 target. Chapter 5 provides an implementation framework, including tracking metrics for each strategy, and a table of implantation details for each action that identifies a general timeline (short-term, medium-term, and long-term), a lead City department, potential implementation partners, and funding sources.

The nine strategies included in the CAAP that would result in GHG reductions by 2030 are listed here in order of their contribution:

- **Strategy E1: Procure Zero-Carbon Electricity:** The City will partner with Clean Power Alliance (CPA), or equivalent, to maintain at least 95 percent community participation in a 100 Percent renewable electricity offering through 2030. This strategy would reduce citywide emissions by approximately 109,983 MTCO₂e per year by 2030.
- **Strategy R1: Recycling and Organic Waste Diversion:** The City will increase diversion of recyclable materials from landfills through ordinances, service improvements, education and outreach, and promoting product stewardship and markets for material reuse. This strategy would reduce citywide emissions by approximately 55,637 MTCO₂e per year by 2030.
- **Strategy B1: Improve Efficiency of Existing Buildings:** The City will partner with interested stakeholders and existing agencies such as CPA, 3C-REN, SoCalREN, and/or the Ventura County Regional Energy Alliance (VCREA) to promote and take advantage of local programs for improving the energy efficiency of existing community and municipal buildings, especially older buildings that are the least efficient and present the biggest opportunity for improvement. This strategy would reduce citywide emissions by approximately 28,518 MTCO₂e per year by 2030.
- **Strategy T1: Expand Zero-Emissions-Vehicle (ZEV) Charging and Fueling Infrastructure:** The City will develop a citywide ZEV Master Plan with a goal to increase the number of publicly-accessible EV charging stations throughout the city to 1,500 by 2030. The City will also look for opportunities to expand its hydrogen fueling infrastructure, in partnership with the Port of Hueneme and others, as the need for green alternatives to diesel-powered trucking increases. This strategy would reduce citywide emissions by approximately 8,389 MTCO₂e per year by 2030.
- **Strategy L1: Support Transit-Oriented and Mixed-Use Development:** The City will implement the 2021–2029 Oxnard Housing Element, and 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 vehicle miles traveled (VMT). In addition, this strategy will be supported through the development of vehicle miles traveled (VMT) metrics and thresholds related to compliance with SB 743. This strategy would reduce citywide emissions by approximately 6,669 MTCO₂e per year by 2030.
- **Strategy W1: Increase Water Conservation and Reuse:** The City will support water conservation by promoting the use of recycled water or graywater for agricultural and for irrigation at all large new developments, and to create the necessary infrastructure to utilize 100 percent of output from the City’s Advanced Water Purification Facility (AWPF). The City will also update the existing City Landscaping Standards to list a selection of pre-approved native, drought-tolerant, and California-friendly plant species and trees to be used for City landscaping projects. This strategy would reduce citywide emissions by approximately 1,404 MTCO₂e per year by 2030.

- **Strategy T2: Transition City Fleet to Greener Alternatives:** The City will replace all remaining diesel trucks in the City’s Environmental Resource Division to alternative fuel vehicles by 2030. The City will also develop a ZEV Master Plan for the City fleet that evaluates costs, budget needs and infrastructure needs for the short and long term, including optimal EV charging locations, funding opportunities, and opportunities for public-private partnerships. This strategy would reduce citywide emissions by approximately 240 MTCO₂e per year by 2030.
- **Strategy T5: Expand Car and Bike Sharing:** Through implementation of the forthcoming Sustainable Transportation Plan (STP), the City will identify support for and/or ways to expand access to e-bikeshare and neighborhood EVs, to ultimately enable their use in the public right-of-way. In addition, the City may introduce an e-bikeshare, and/or EV carshare program that incentivizes third-party providers to locate in Oxnard, and consider updates to the TDM Ordinance to require the development of TDM plans for all major developments or facility expansions to encourage ridesharing and other shared mobility improvements, thereby reducing vehicle trips. This strategy would reduce citywide emissions by approximately 238 MTCO₂e per year by 2030.
- **Strategy T3: Expand Infrastructure for Pedestrians, Bikes, and Micro-mobility Solutions:** The City will adopt the forthcoming Sustainable Transportation Plan (STP), which will include projects that expand the reach of the pedestrian and bicycle network throughout the city and provide comfortable opportunities to use active transportation. This strategy would reduce citywide emissions by approximately 121 MTCO₂e per year by 2030.

TABLE 4
GREENHOUSE GAS REDUCTION STRATEGIES

CAAP Strategies	Implementing Actions
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 E1.2 – Work with the CPA to develop an educational campaign targeted to businesses and residents on the importance of subscribing to the CPA's 100 Percent Green level E1.3 – Partner with CPA to promote Power Share, which provides disadvantaged communities residents with a 20 percent discount and 100 percent renewable energy E1.4 – Request a rate analysis from CPA at least annually and compare to SCE rates, to determine the financial impact of returning all municipal accounts currently enrolled with CPA to 100 Percent Green option E1.5 – Chart and annually revise an implementation plan for returning municipal accounts to CPA's 100 Percent Green option or equivalent
E2: Increase Local Solar Energy Generation	E2.1 – Partner with interested developers to create Community Solar projects in the CPA program, or equivalent Community Renewables program offered by SCE E2.2 – Partner with CPA and community-based organizations to promote CPA customer awareness and enrollment in the Community Solar program, or equivalent Community Renewables program offered by SCE E2.3 – Partner with CPA and/or electric utility to develop and distribute information to residents interested in rooftop solar to take advantage of programs like CPA's Solar Marketplace, which provides access to quotes from multiple, pre-screened local installers E2.4 – Incentivize CPA customers with existing rooftop solar to register for CPA's Net Energy Metering (NEM) Program, which pays customers for net energy production on an annual basis E2.5 – Through meetings and coordination, facilitate partnerships and information sharing between local construction/roofing contractors and solar companies that increase consumer choice as well as business referrals E2.6 – Increase local participation in SCE's Community Renewables Program, which connects customers with solar developers so that they can purchase renewable electricity from certified community solar projects E2.7 – Identify existing municipal facilities, city-owned public spaces, and associated parking lots with potential for rooftop solar installation and/or solar canopies; identify potential solar PV projects with consideration to fiscal resources, and Capital Improvement Plan timeframes and feasibility E2.8 – Assess solar PV procurement financial models to reduce up-front capital costs and increase long-term savings (e.g., State and Federal Incentives, Power Purchase Agreement, Net Metering, etc.) and adopt financing plan E2.9 – Secure funding, cost and bid solar PV projects; Interconnect and install solar projects
E3: Develop Energy Storage/ Microgrids	E3.1 – Partner with CPA to develop their Power Response Program, which offers incentives to commercial and residential customers for the installation of energy storage to enable load-shifting during times of peak demand E3.2 – Promote enrollment in SCE's Smart Energy Program, Summer Discount Plan, and SCE-advertised third-party demand response programs E3.3 – Identify potential partnerships, funding, or financing sources for installing storage and microgrids in the community E3.4 – Develop a community energy map that identifies opportunities for deploying distributed energy resources and microgrids to improve energy security and resiliency in the community E3.5 – Partner with CPA to perform feasibility assessment to determine the potential of microgrid projects on City buildings E3.6 – Partner with CPA and develop municipal facility microgrid project scoping to include: goal of the project, background information, site selection, assessment of opportunities and risks, community involvement and feedback, partnerships, project team development, performance requirements, and ownership

TABLE 4 (CONTINUED)
GREENHOUSE GAS REDUCTION STRATEGIES

CAAP Strategies	Implementing Actions
	E3.7 – Meet with Regional Energy Network (REN) to determine the availability of technical services and/or funding for municipal facility energy storage and microgrids E3.8 – Meet with CPA to determine the availability of incentives and/or funding for municipal facility energy storage and microgrid projects E3.9 – Perform conceptual design and cost estimates of municipal energy storage and microgrid projects E3.10 – Secure funding, cost and bid on municipal energy storage and microgrid projects; Build projects
Green Buildings (B)	
B1: Improve Efficiency of Existing Buildings	B1.1 – Partner with existing agencies such as CPA, 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 B1.2 – Launch educational campaign targeted at City residents and businesses to let them know what energy efficiency improvement offerings are available B1.3 – Launch educational campaign for multifamily building owners and managers on the programs and incentives offered by the RENs and the local utilities B1.4 – Engage local school districts to participate in the CalSHAPE (AB 841) program to improve plumbing and ventilation in schools; set up an introduction to a service provider to assist schools with program applications B1.5 – Engage local school districts to enroll in (if not already enrolled) and participate in SoCalREN; set up introductory meetings to a service provider to assist schools with program enrollment and technical services B1.6 – Perform periodic energy audits and feasibility studies (e.g., every 5 years) to assess facility performance and identification of potential energy efficient projects for municipal facilities; actively engage SoCalREN to support this effort B1.7 – When doing municipal facility renovations, assess potential for energy efficiency improvements and adding solar PV (e.g., when reroofing occurs, design support system to withstand rooftop solar PV loads) B1.8 – Implement energy efficiency projects for municipal facilities at selected locations to achieve energy reduction goals and support decreased electric load on the grid
B2: Electrify Buildings	B2.1 – Partner with existing agencies such as CPA, 3C-REN, and/or VCREA to promote and take advantage of local programs, including rebates and financing options for building and appliance electrification; meet with these organizations on a quarterly basis B2.2 – Meet with SCE (and/or other providers) on a regular basis to strategize promoting electrification offerings to residents and businesses, while keeping energy resilience needs in mind B2.3 – Work with electric utility to create an educational campaign for building owners on the health, climate, and cost benefits of electric-powered kitchen equipment, and distribute information about available products and installation services B2.4 – As part of the CIP process, conduct a feasibility study to identify opportunities for electrification of city facilities and determine cost and financial impacts, utilizing the quarterly meetings with the RENs and utilities to identify offerings B2.5 – Secure funding, cost estimates, and bids for municipal electrification projects
Transportation (T)	
T1: Expand Zero-Emissions-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 public accessibility (especially for disadvantaged communities) T1.2 – Meet with the Building and Engineering Services to develop possible code requirements to encourage or require preferential EV parking and EV charging stations, beyond what is required by Title 24 T1.3 – Track and apply for CALeVIP funding for sites that have already been identified for EV charging before funding is exhausted; utilize SCE's Charge Ready program to build out infrastructure for public charging stations

TABLE 4 (CONTINUED)
GREENHOUSE GAS REDUCTION STRATEGIES

CAAP Strategies	Implementing Actions
	T1.4 – Meet with utilities and state agencies quarterly to track and coordinate the promotion of offerings to Oxnard residents and businesses; in City communications, promote EV charging incentive programs offered through CPA and SCE and through federal or state funding T1.5 – Coordinate with the Port of Hueneme, Gold Coast Transit District (GCTD), and other regional stakeholders on infrastructure planning for electric and hydrogen powered vehicles T1.6 – Based on public EV charging needs (as identified in citywide ZEV Master Plan or elsewhere), apply for CALeVIP funds through the South Central Coast Incentive Project, or equivalent T1.7– Secure funding, cost and bid installation of public charging locations T1.8– Install public charging locations as funding becomes available
T2: Transition City Fleet to Greener Alternatives	T2.1 –Develop a ZEV Master Plan for the City fleet that evaluates costs, budget needs and infrastructure needs for the short and long term, including optimal EV charging locations, funding opportunities, and opportunities for public-private partnerships. T2.2 – Pass a resolution that supports City fleet vehicle purchases (or at minimum, utility and truck purchases) to be ZEVs in alignment with the CARB's proposed regulation to require public fleets to purchase 100 percent zero-emissions trucks by the year 2027 T2.3 – Meet with CPA, SCE, and other administrators of incentive and rebate programs quarterly to determine what offerings can be utilized to build out fleet charging stations T2.4 – Secure funding and build out municipal fleet EV charging and/or hydrogen fueling infrastructure as needed to support ZEV Master Plan for city fleet
T3: Expand Infrastructure for Pedestrians, Bikes, and Micro-mobility Solutions	T3.1 – Adopt the forthcoming STP, which will include projects that expand the reach of the pedestrian and bicycle network throughout the city and provide comfortable opportunities to use active transportation T3.2 – Through the implementation of the forthcoming STP, potentially introduce an e-scooter program that incentivizes third-party providers to locate in Oxnard T3.3 – Where feasible in new roadway designs, accommodate micro-mobility solutions such as electric bikes, scooters, and neighborhood EVs T3.4 – In new roadway designs, provide safe and convenient pathways and infrastructure for electric bikes and scooters, including publicly accessible charging locations
T4: Improve Transit Effectiveness and Accessibility	T4.1 – Partner with GCTD and VCTC to assess current transit routes and identify opportunities for improvement geared towards Oxnard residents T4.2 – Partner with GCTD and VCTC to upgrade transit stops with weather protection, security measures, increased comfort and accessibility, and access to accurate information on transit routes, schedules, fares, connections, and destinations T4.3 – Support GCTD's Late-Night Safe Rides Pilot, including continued partnership to evaluate whether there is opportunity to expand the program to cover additional service hours and zones T4.4 – Partner with GCTD and VCTC to improve access to real-time transit vehicle arrival information in multiple languages T4.5 – Partner with GCTD and VCTC to enhance multi-modal connections to transit facilities by implementing pedestrian and bicycle improvements near transit stops and mobility hubs, as identified in the STP T4.6 – For the City's Dial-a-Ride (paratransit) program, create a subsidized fare program for the elderly, or those with qualifying low income T4.7 – Support Dial-a-Ride or other paratransit systems for the senior and disabled members of the community
T5: Expand Car and Bike Sharing	T5.1 – Consider updates to the TDM Ordinance to require the development of TDM plans for all major developments or facility expansions to encourage ridesharing and other shared mobility improvements, thereby reducing vehicle trips T5.2 – Through the implementation of the forthcoming STP, potentially introduce an e-bikeshare, and/or EV carshare program that incentivizes third-party providers to locate in Oxnard; offer reduced parking requirements for new development projects that

TABLE 4 (CONTINUED)
GREENHOUSE GAS REDUCTION STRATEGIES

CAAP Strategies	Implementing Actions
	provide dedicated carshare facilities T5.3 – Through implementation of the STP, identify support for and/or ways to expand access to e-bikeshare and neighborhood EVs, to ultimately enable their use in the public right-of-way
Land Use (L)	
L1: Support Transit-Oriented and Mixed-Use Development	L1.1 – 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 L1.2 – Incentivize mixed-use development projects to include land uses representing common destinations, such as grocery stores, pharmacies, and restaurants L1.3 – 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 L1.4 – Research and adopt other appropriate “smart growth” policies in addition to those identified above to incentivize density and diversity of land use L1.5 – Continue to implement the City’s Traffic Impact Fee and the Mobility Fee to better align with and encourage VMT reduction (Municipal Code Ordinance Nos. 2258, 2979).
Water Conservation and Reuse (W)	
W1: Increase Water Conservation and Reuse	W1.1 – Maximize the use of recycled water or graywater for agricultural and for irrigation at all large new developments W1.2 – Where feasible, install additional recycled water pipeline infrastructure; update the existing landscape ordinance to facilitate implementation of AB 1668 W1.3 – Create the necessary infrastructure to utilize 100 percent of AWPf output W1.4 – Evaluate the feasibility of developing a municipal landscaping policy that limits the use of potable water for municipal irrigation W1.5 – Update the existing City Landscaping Standards to list a selection of pre-approved native, drought-tolerant, and California-friendly plant species and trees to be used for City landscaping projects W1.6 – Replace flush and flow fixtures in municipal facilities to improve water efficiency
Waste Reduction and Recycling (R)	
R1: Recycling and Organic Waste Diversion	R1.1 – Participate in regional efforts to increase or establish local organics processing and capacity 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) R1.3 – Adopt a Polystyrene Ordinance to regulate the production and use of the material within city limits, to encourage the use of more recyclable or compostable materials in its place R1.4 – Maximize placement of recycling and organic waste receptacles in municipal facilities and in public spaces R1.5 – Adopt a Green Purchasing Plan with a goal of conserving natural resources by purchasing products that are environmentally friendly whenever feasible
Nature-Based Solutions (N)	
N1: Increase Local Carbon Sequestration	N1.1 – Maintain and expand the urban tree canopy using available grant programs N1.2 – Specify options for future tree planting with drought-resistant tree species that can survive changes to the local climate, and consider long term maintenance to improve the canopy. N1.3 – Prioritize investment in neighborhoods with limited green space and elevated air pollution, and in areas where green infrastructure, including trees and other types of vegetated buffers, can effectively address stormwater management issues N1.4 – Coordinate with the County of Ventura on their Tree Planting program, which

TABLE 4 (CONTINUED)
GREENHOUSE GAS REDUCTION STRATEGIES

CAAP Strategies	Implementing Actions
	aims to plant two million trees throughout the county by 2040 N1.5 – Seek funding to implement a green infrastructure program for the City's parks, streets, and public spaces to improve stormwater management, support biodiversity, reduce air pollution exposure, and increase access to natural spaces, including trees N1.6 – Continue implementation of the Oxnard Green Alleys Plan to transform existing alleyways within disadvantaged neighborhoods into multifunctional green spaces with tree canopy, green infrastructure elements, and active transportation access.

Climate Change Vulnerabilities and Adaptation Strategies

One of the CAAP's key objectives is 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." (California OES, 2020)

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.

Chapter 4 of the CAAP includes an assessment of the City's social and physical vulnerabilities that considers the range of expected climate change impacts facing the City, using publicly available data from sources that include but are not limited to Cal-Adapt, Healthy Places Index (HPI), FEMA, and the City of Oxnard Sea Level Rise Atlas. To address the identified vulnerabilities, the CAAP describes potential strategies for protecting vulnerable populations and increasing the resilience of the City's emergency response capabilities as well as its critical infrastructure for transportation, energy, water supply, and stormwater management. These adaptation strategies are grouped into to six different categories as summarized in **Table 5** below. Note that the CAAP does not include strategies or actions addressing sea level rise because the City is undergoing a separate planning process for sea level rise through its Local Coastal Program (LCP) Update project.

Similar to the CAAP's GHG reduction strategies, Chapter 5 provides an implementation framework for the adaptation strategies, including a table of implantation details that identifies a general timeline (short-term, medium-term, and long-term), a lead City department, potential implementation partners, and funding sources.

TABLE 5
CLIMATE ADAPTATION STRATEGIES

CAAP Strategies	Description/Potential Measures
Community Preparedness (CP)	
CP1: Develop a public education campaign to inform community of climate hazards and impacts	This strategy involves collaborating with local and regional agencies, including farmworkers associations, senior organizations, schools, transportation agencies, and other community groups, to create a campaign for increasing community education and awareness of climate hazards, vulnerabilities, and adaptation strategies. Informational materials should be provided through various platforms and in a multilingual capacity. Materials may also be used in schools and by community organizations to reach more groups in Oxnard.
CP2: Ensure early warning systems are adequate for extreme events related to climate change	Early warning systems can provide timely information and resources for local hazards, including events related to extreme heat, flooding, extreme winds, poor air quality, and wildfire smoke. The City currently coordinates emergency responses with the County of Ventura and other regional actors through the varied channels of EOC networks. For maximum reach, early warning systems should employ various modes of communication to ensure greater access (webpage, cellular alerts, social media blasts, radio, emails, automated community signage, bus stop signs, etc.) and convey the appropriate safety response for community members. The community should receive education and awareness of hazards that would warrant notification through the early warning system, and how future hazards are likely to be very different from what the community has historically known and experienced.
CP3: Invest in backup power systems and energy storage at emergency centers and cooling centers	This strategy involves building local community resilience through energy systems. The City can explore options to invest in sustainable backup power sources and energy storage to provide redundancy and continued services for critical facilities during emergencies, especially cooling centers and emergency shelters. This will help provide reliable support in the case of power outages and during periods of high electricity demand. The City should develop a list of critical facilities that currently do not have backup power systems in order to prioritize future projects. The City should also investigate whether a standard duration of backup power should be developed.
CP4: Expand community resilience services and infrastructure	Existing emergency response centers, evacuation routes, and cooling centers should be assessed to ensure they are effective, safe, and accessible in the case of a climate hazard event, and be able to serve the needs of vulnerable populations. The City should further ensure that these facilities and infrastructure are resilient to various climate impacts. New emergency response facilities, such as a resilience hub, can be developed in collaboration with local and regional agencies to provide relief from multiple hazards and provide services (e.g., hydration, cooling, masks and filters, and hazard notifications). Where electricity storage is not available or feasible, natural gas should be considered as a back-up energy source for heating water and cooking food during power outages.
CP5: Periodically review public infrastructure standards	The City's public infrastructure standards should be reviewed periodically to make sure that infrastructure is built to withstand future impacts from climate change hazards including flooding, sea level rise and extreme heat events.

TABLE 5 (CONTINUED)
CLIMATE ADAPTATION STRATEGIES

CAAP Strategies	Description/Potential Measures
Extreme Heat (EH)	
EH1: Ensure access to cooling centers, parks and shoreline	The City has designated cooling centers, as well as parks and beaches, which also serve as a refuge from extreme heat. The City can expand accessibility to these locations, particularly for the most vulnerable groups (e.g., outdoor workers and low-income communities) with active transportation pathways, including bike paths and pedestrian routes. The City can also enhance community awareness of accessible cooling centers and the benefits provided by natural cooling amenities in Oxnard, and ensure that access routes are well-maintained and clearly marked. Having access to these centers, including public transportation options, can be critical during extreme heat events and power outages, particularly for lower-income households that lack cooling and for individuals lacking access to a private vehicle. The City should coordinate with cooling facilities and transportation providers to ensure that these facilities continue to operate during power outages.
EH2: Seek funding for energy improvements for low-income households	Various households in Oxnard lack working heat pumps, adequate insulation, air conditioning, and HVAC systems. This strategy is focused on accessing funding for low-income households to install heat pumps and make other necessary retrofits that will help address extreme heat in their homes.
EH3: Promote enforcement of Cal/OSHA standards that protect against extreme heat	Existing local and state policies and standards protect individuals from heat-related impacts. Ensuring enforcement of Cal/OSHA standards for City workers and encouraging local businesses to do the same, along with distributing training informational materials to local workers, can prevent health-related heat impacts, such as heat cramps, heat stress, heat exhaustion, and heat stroke. Increasing awareness of heat-related illnesses to community members, especially outdoor workers, can further protect against serious impacts to health.
EH4: Give higher priority to urban greening and shading along active transportation routes and commuting services	Urban greening can provide natural cooling benefits and help reduce the urban heat island effect. This strategy involves identifying active transportation routes, bus stops, and walking paths where urban greening and shading can be added and increased to benefit users. Priority locations should include places that serve outdoor workers and schools, bus stops, and bike and pedestrian paths
EH5: Support and expand the citywide tree program, report, and plan	Tree canopy provides shading and natural cooling from extreme heat, adds beautification, and supports mental health. The City can continue to expand its Tree Program to include an updated tree inventory, identify vulnerable and heat-sensitive species, strengthen tree protection policies, prioritize tree canopy projects for vulnerable groups and in areas with high population density and low levels of tree canopy, and pursue funding for tree planting projects. This strategy provides the framework for a comprehensive urban forest management plan that guides sustainable management for a resilient urban forest.
EH6: Give higher priority to urban greening in communities that are most vulnerable	Oxnard's outdoor workers, elderly, youth, and active transportation users are among those at higher risk from extreme heat impacts. Urban greening and tree plantings should be prioritized to benefit these groups, at their workplaces, in residential areas (especially residentially areas with high population density and low levels of existing tree canopy of greenery), and along active transportation routes. To increase the success of these projects, the City can collaborate with the County of Ventura on the countywide Tree Planting Program and target disadvantaged community areas.
Extreme Drought (ED)	
ED1: Expand and protect the City's diversity of water supply	The City should continue to work collaboratively with regional partners and water suppliers to participate in regional water supply planning and identify ways to increase the resiliency of the City's water supply in the future. The City conducts promotional activities through the existing Groundwater Recovery Enhancement and Treatment (GREAT) program. These efforts can be expanded to further educate and encourage residents to adopt water saving techniques in their homes and gardens. Outreach activities should utilize a variety of formats, including educational videos and materials,

TABLE 5 (CONTINUED)
CLIMATE ADAPTATION STRATEGIES

CAAP Strategies	Description/Potential Measures
	community presentations, public tours, and special events.
ED2: Continue to expand community water recycling programs	The City continues to maintain the existing GREAT program for improved water recycling, reuse, storage, and recovery. The City can further support expansion of recycled water infrastructure to serve existing municipal parks and facilities, as well as multifamily, commercial, and industrial development and redevelopment projects. Distribution of informational materials to encourage the use of gray water and rainwater catchment systems for businesses and residents can also enhance the effectiveness of community water recycling programs.
ED3: Use drought-tolerant, native plants and alternative irrigation at City facilities	The City should continue to encourage the planting of drought-tolerant and California native plants, and expand the use of alternative irrigation techniques to reduce water consumption. This can be implemented in public facilities, residences and businesses, and maintain community aesthetics while reducing water use.
ED4: Partner with the County to provide information on climate resilient crops	Although there is little to no agriculture within Oxnard city limits, the region's agricultural sector is a significant part of the local and state economy and employs many local residents. A reliable water supply is critical for maintaining the region's agriculture. With worsening drought conditions and decreasing water allocations, Oxnard can partner with local and regional agencies, such as the County of Ventura and agricultural associations, to provide information and resources for growers considering a shift to other, less-water-intensive crops. This can provide support to farmers and organizations in learning about water use and impacts related to crop species, and economic feasibility of shifting to different crops. As a part of this effort, the City should work with regional partners to identify potential new agricultural pests and identify potential adaptation strategies for regional agricultural operations.
ED5: Create and/or participate in programs to address food insecurity	Drought conditions can increase costs for water and food, and disproportionately impact lower-income households, unemployed individuals, and larger-family households. To address food insecurities, the City can collaborate with schools and local organizations to develop new farm-to-community programs and expand existing public programs for vulnerable populations. The City operates the senior meal program and three community gardens (Camino del Sol Community Garden, Wilson Senior Center community garden, and Pleasant Valley Road/Fire Station 2 community garden) that play important roles in combating local food insecurity. These can be expanded to maximize access and output to community members.
ED6: Consider Expanding Project Assist	Evaluate the potential to expand Project Assist which provides a month credit on utility bills for qualifying individuals and families. Evaluate whether program outreach and advertisement should be expanded and targeted toward vulnerable groups. This strategy is focused on providing relief for households in the event that water and food prices rise due to increasing drought.
Wildfire Smoke and Air Pollution (AP)	
AP 1: Promote existing hazard alert and warning system for workers	In Oxnard, outdoor workers are among those at highest risk from worsening air pollution. The City should increase awareness of the alert and warning systems by targeting outdoor workers, farmers, and farmworkers associations and working with those stakeholders to improve alert systems. The City may also consider ways to improve the effectiveness of alert systems by using text messages or by using delivery methods that are accessible for people without access to cell service. The City may collaborate with local and regional organizations, including the County of Ventura, to expand the reach and capacity of the hazard alert and warning system.
AP2: Ensure Cal OSHA rules are known and enforced	The City should work with local agricultural business partners to improve business and worker awareness of Cal/OSHA standards related to heat stress and to improve the enforcement of standards. Improving the enforcement of these standards may prevent short- and long-term illnesses due to extended exposure to poor air quality.
AP3: Improve access to air filters,	Shelters should be publicly accessible to all community members and provide

TABLE 5 (CONTINUED)
CLIMATE ADAPTATION STRATEGIES

CAAP Strategies	Description/Potential Measures
shelters with filtered air, or air masks	relief from poor air quality with air filters, filtered air locations, or air masks. The City can work with existing shelters to disseminate information and ensure that vulnerable populations are aware of their locations and are able to access them with ease. The City can also identify and provide new shelter locations near vulnerable communities such as outdoor workers, and/or disseminate air masks to outdoor workers.
AP4: Develop programs to promote EVs and reduce vehicle-miles traveled (VMT)	Local agencies can contribute to emissions reductions from vehicles by promoting and implementing programs that allow for flexible work, expanding access to transit, and encouraging the transition to electric vehicles. These include work-from-home policies, flexible and alternate schedules, telework and telemedicine, and local work hubs. This strategy is supported by greenhouse gas reduction strategies identified in Chapter 3 (Strategies T1 through T5).
AP5: Support retrofits to public facilities and housing to improve indoor air quality	Older buildings and households may be in need of new or replacement equipment to protect against smoke and air pollution. The City can identify housing and facilities that are in need of retrofits or replacements, promote programs that provide AC units, air filters, and HVAC systems, and encourage a shift from indoor gas appliances. Retrofits can be prioritized for lower-income households, older buildings, families with health conditions exacerbated by air pollution, and households with children.
Extreme Storms and Stormwater Flooding (SF)	
SF1: Give higher priority to low-impact development (LID) stormwater practices in new development projects	Low-impact development (LID) utilizes natural processes for stormwater management. The City should evaluate where LID practices are feasible and appropriate in the City of Oxnard. The City can encourage and prioritize LID practices to help with stormwater runoff, water infiltration, and water capture and reuse. These may include bioswales, green roofs, rain gardens, pervious surfaces, and more.
SF2: Elevate, relocate, or renovate buildings or critical infrastructure	Evaluate the City stormwater drainage system in order to identify portions of the city stormwater drainage system that are insufficient or that require updates or retrofitting to meet existing or future capacity. Consider prioritizing updates to the existing stormwater drainage in areas that experience the most severe flooding or in areas near vulnerable populations. Critical infrastructure located within areas of flood risk may benefit from being elevated, relocated, or renovated to reduce the risks from impacts, especially if they are older in construction or design. The City should consider identifying and prioritizing threatened facilities for a long-term solution to protect against flooding impacts.
SF3: Create a flood impacts monitoring program	A Flood Impacts Monitoring Program can help monitor conditions and future risk of flooding events. Creation of this program should focus on monitoring rainfall and water/flooding levels, points or areas flooded and the areas prone to consistent flooding, and hazardous conditions as a result of flooding. This program would be helpful in facilitating future adaptation against flooding hazards.
SF4: Encourage advanced coordination between transit operators to facilitate evacuations during inland flooding events	This strategy is focused on communication for ensuring safe evacuations during flood events. The City should consider coordinating with local and regional transit providers to ensure that transit remains operational during flood events and can quickly and safely conduct evacuations. Other agencies to coordinate with include the County of Ventura, emergency response facilities, school districts, and outdoor workers/farmworkers associations. The City may also develop public education materials to inform the public about sheltering options during flood events and how to respond to emergency evacuations. Other agencies to coordinate with include the County of Ventura, emergency response facilities, school districts, and outdoor workers/farmworkers associations.
SF5: Consider Implementing green infrastructure in areas that are most vulnerable to stormwater flooding	Green infrastructure practices include tree plantings, green roofs, rain gardens, green alleys, and wetland restorations. Green infrastructure elements can be incorporated into community areas to help with water efficiency and water resources management. The City should study the feasibility of implementing green infrastructure projects in areas that are

TABLE 5 (CONTINUED)
CLIMATE ADAPTATION STRATEGIES

CAAP Strategies	Description/Potential Measures
	vulnerable to stormwater flooding. In Oxnard, green infrastructure can be prioritized in the southern, western, and eastern areas of the city where there is higher risk from stormwater flooding. Consider finding implementation partners to facilitate the construction and maintenance of green infrastructure projects.
SF6: Remedy areas with stagnant water prone to mosquito breeding	Areas of stagnant water that could increase the spread of vector-borne diseases should be identified and remedied. Public education materials about vector-borne diseases should be created and disseminated as a part of this strategy to inform the public about the risks of vector-borne diseases and how to identify and remedy areas of stagnant water that may occur within gardens etc.
SF7: Initiate flood study based on 2030 SLR high tide and 3-day atmospheric river event	Initiate a flood study which evaluates potential flooding from 2030 sea level rise, high tide scenarios as well as a 3-day atmospheric event of extreme precipitation. This study should include modeling that takes into account the potential for City and County flood control channels being unable to drain into Channel Islands Harbor or the ocean at high tide with storm surge and the resulting storm drain backup throughout the City.

F. Qualified Greenhouse Gas Emissions Reduction Plan

CEQA Guidelines Section 15183.5(b) stipulates that project-specific environmental documents can find that project-level GHG emissions would not be cumulatively considerable if the project complies with the requirements of a qualified GHG emissions reduction plan. The project-specific environmental document must identify those requirements in the GHG emissions reduction plan that applies to the project, and if they are not otherwise enforceable, must incorporate those requirements as project-specific mitigation measures. To meet the requirements of CEQA Guidelines Section 15183.5(b), a qualified GHG emissions reduction plan must do the following:

1. Quantify existing and projected GHG emissions resulting from activities within a defined geographic area.
2. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable.
3. Identify and analyze sector-specific GHG emissions within the plan's geographic area.
4. Specify measures or a group of measures, including performance standards, that if implemented at the project-by-project basis, would collectively achieve the specified emissions level.
5. Establish a mechanism to monitor the plan's progress toward achieving the GHG emissions level and to require amendment if the plan is not achieving specified levels.
6. Be adopted in a public process following environmental review.

Projects in the City can demonstrate consistency with the CAAP (as a qualified GHG emissions reduction plan) if they are consistent with the CAAP's future growth projections, with the land use designations of the City's 2030 General Plan, and with the CAAP's GHG emissions reduction measures. Any project that is consistent with a qualified GHG emissions reduction plan, and that

conforms to specific performance standards applicable to new development identified in the plan, would not require additional GHG emissions analysis or mitigation under CEQA Guidelines Section 15183.5(b)(2).

A project's incremental contribution to a cumulative impact may not be cumulatively considerable if the project would comply with the requirements in a previously approved plan or mitigation program (including plans or regulations for the reduction of GHG emissions) that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area in which the project is proposed (CEQA Guidelines Sections 15064[h][3] and 15064.4[b]). Once final, the CAAP would represent City of Oxnard's approved emissions reduction program for new development within the City.

The City has developed the CAAP Consistency Review Checklist to assist with determining the consistency of projects with the CAAP. This is included as Appendix G to the CAAP. The CAAP Consistency Review Checklist provides individual projects the opportunity to demonstrate that they are reducing GHG emissions; it also ensures that future projects would achieve their proportion of emissions reductions consistent with the assumptions used in the CAAP. A project would demonstrate consistency with the CAAP by incorporating the GHG emissions reduction measures included in the CAAP that apply to new projects. The CAAP Consistency Review Checklist provides a mechanism for development projects to specifically identify "those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project" per CEQA Guidelines Section 15183.5(b)(2).

Because it is a qualified climate action plan pursuant to CEQA Guidelines Section 15183.5, the CAAP would be used as the basis for future assessments of consistency with this plan in lieu of a project-specific GHG CEQA analysis for future projects, by using the CAAP Consistency Review Checklist. Future discretionary projects—both projects proposed by private developers and public projects—would be reviewed to determine whether they meet certain screening criteria included in the CAAP Consistency Review Checklist:

- If a project would be consistent with the land use designations in Land Use Element of the 2030 General Plan and in the 2021–2029 Oxnard Housing Element *and* demonstrates consistency with the CAAP by completing the CAAP Consistency Review Checklist, then the project would be considered consistent with the CAAP and would be eligible for CEQA streamlining of its project-level GHG analysis.
- If a project would not be consistent with the General Plan land use or zoning designations, but the project would result in fewer GHG emissions per service population than the future no-project development based on existing land use designations at the project site, then the project can still demonstrate consistency with the CAAP by completing the CAAP Consistency Review Checklist; the project would then be considered consistent with the CAAP and would be eligible for CEQA streamlining of its project-level GHG analysis.
- Also, if a project would achieve net-zero GHG emissions compared to existing on-site development at the project site, provided that existing on-site development is similar to the

proposed project and that GHG emissions from existing on-site development are not substantially larger than emissions from the proposed project, the project would be considered consistent with the 2045 CAP and would be eligible for CEQA streamlining of its project-level GHG analysis.

- If a project could not demonstrate consistency with the CAP by completing the CAAP Consistency Review Checklist or by implementing equivalent replacement strategies as provided for in the CAAP Consistency Review Checklist, then a project-specific GHG analysis would be required.

Consistency with General Plan Land Use Assumptions.

Projects consistent with the demographic forecasts and land use assumptions used in the CAAP can use the CAAP Consistency Review Checklist to demonstrate consistency with the CAAP. If consistent, these projects could rely on the programmatic environmental review contained in the Addendum to the PEIR for the 2030 General Plan.

If a project would not be consistent with the General Plan's land use designations, then it would not be eligible for streamlining by using the CAAP Consistency Review Checklist. Projects inconsistent with the General Plan's land use designations would prepare a project-specific analysis of GHG emissions. Such an analysis would quantify existing and projected GHG emissions for the project and incorporate applicable items from the CAAP Consistency Review Checklist to the maximum extent feasible, along with any identified project-specific mitigation measures.⁶

G. CAAP Monitoring and Reporting

To ensure that the CAAP remains qualified for use with later activities under CEQA Guidelines Section 15183.5(b)(2) and that the CAAP Consistency Review Checklist remains valid, Chapter 5 of the CAAP describes the following monitoring and reporting responsibilities, which would be administered by the City:

- City staff will annually present updates to the City Manager and the City Council that summarize CAAP implementation progress. Annual updates will be undertaken in conjunction with the Housing Element Annual Progress Report and General Plan Progress Report. The CAAP Annual Report will evaluate the successes and challenges in meeting the performance objectives for each strategy, as listed in Chapter 3 and Table 5 2, and summarize progress toward the City's 2030 GHG reduction target. The report will provide the status of implementation (e.g., initiated, ongoing, completed) for each action, assess the effectiveness of the strategies and programs included in the Plan against the established performance objectives, and recommend adjustments to programs or tactics as needed. The annual report will also assess whether the City's actual growth and development is consistent with the forecasts made in the CAAP. Tracking the 2030 performance goals for each GHG reduction strategy on a periodic basis will inform the City and community over time as to how the

⁶ As noted above, projects not consistent with the General Plan's land use designations can still demonstrate consistency with the CAAP if the project results in fewer GHG emissions per service population than the future no-project development based on existing land use designations at the project site. This emissions level must be documented using project-specific GHG emissions modeling. See Appendix G to the CAAP for more information.

CAAP implementation strategies are working towards achieving GHG reduction targets, and will help the City prioritize actions in future CAAP updates.

- The City will conduct an update of the community GHG inventory at least every five years to monitor progress of GHG reductions against the 2030 target.
- City staff will evaluate the CAAP and the CAAP Consistency Review Checklist every five years (at minimum), or when the General Plan undergoes a significant update, to determine whether CAAP updates are necessary.

IV. General Plan and PEIR

As indicated above, the PEIR analyzed the adoption of the 2030 Oxnard General Plan Update (General Plan). The General Plan Update is a comprehensive update of the 2020 General Plan, and is a long-range plan for the physical development of the City. The General Plan is intended to address changes in the City since preparation of the current 2020 General Plan. The 2030 General Plan establishes a planning framework and goals and policies through the year 2030 and replaces the existing 2020 General Plan in its entirety. The General Plan is intended to address key issues such as population growth, minimizing the loss of agricultural land, providing affordable housing, providing a better use of land, reducing incompatible development, addressing environmental issues such as GHGs, water supply, and alternative energy sources.

The General Plan Update is comprised of the following components:

- Chapter 2, Sustainable Community, was created in response to the emergence of global warming, climate change, and renewable and alternative energy production and conservation as critical issues related to long-term sustainable development. This chapter includes background information as these topics were not anticipated when the 2006 Background Report was prepared.
- Chapter 3, Community Development, establishes goals and policies for the distribution and intensity of land use types. The focus of this element is on revitalization of existing neighborhoods and new development within the community, and continued greenbelt and agriculture uses within the surrounding Planning Area.
- Chapter 4, Infrastructure and Community Services, sets goals and policies for traffic and circulation, long-term water supply, parks, public safety, schools, and other public and semi-public facilities and services.
- Chapter 5, Environmental Resources, addresses the conservation, development, and use of natural resources, and also explores the managed production of resources, significant buildings and historic sites, water resources, biological, and agricultural resources.
- Chapter 6, Safety and Hazards, addresses seismic and geologic hazards, flooding, tsunamis, hazardous materials and wastes, emergency preparedness, and other hazards.
- Chapter 7, Military Compatibility, is a State-recommended element focused on the City's geographic and functional relationship to the NBVC facilities and operations.
- Chapter 8, Housing Element, is a stand-alone document that is separately required by the State Department of Housing and Community Development. To meet mandated State

requirements and timelines, the Housing Element was prepared for adoption by the City Council on a separate schedule. The City Council adopted the 2021-2029 6th Cycle Housing Element on October 5, 2021.

- Chapter 9, Implementation, assigns the policies to various City departments for implementation. This chapter includes a procedure for determining consistency with the 2030 General Plan.

The PEIR analyzes the environmental impacts related to implementation of the General Plan Update. As no specific developments were proposed as part of the General Plan Update, the PEIR was prepared on a programmatic level.

The issue areas evaluated under the PEIR include the following, based on the CEQA Guidelines and Appendix G that was in effect at the time:

- | | |
|---------------------------------------|--|
| • Aesthetics | • Natural Hazards |
| • Agriculture and Soil Resources | • Mineral Resources |
| • Air Quality and Climate Change | • Noise |
| • Biological Resources | • Energy Resources and Conservation |
| • Cultural Resources | • Public Facilities Services |
| • Geologic, Seismic, and Soil Hazards | • Parks and Recreation |
| • Hazardous Materials and Uses | • Circulation, Traffic, and Transportation |
| • Land Use | • Utilities |

The PEIR determined the General Plan Update would cause significant and unavoidable impacts to transportation (level of service), climate change, agriculture (conversion of farmland) air quality (criteria air pollutants) and noise (noise and vibration). All other resources areas were determined to have impacts that were either less than significant or less than significant with mitigation. Mitigation measures adopted by the City take the form of new or modified policies in the 2030 General Plan.

V. Comparative Analysis of Impacts

As indicated above, Section 15162 of the CEQA Guidelines states that one of the conditions that would warrant preparation of a Subsequent EIR is if substantial changes are proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. An analysis was conducted to compare the impacts of the CAAP with the impacts analyzed in the PEIR for the General Plan, using Appendix G of the 2022 CEQA Guidelines.⁷ As shown below in **Table 6, Comparison of the CAAP Relative to the PEIR**, the CAAP would not result in new significant impacts or substantially more severe significant project or cumulative impacts than those previously identified in the PEIR.

Since no new or substantially more severe significant impacts would occur as a result of the CAAP, a Subsequent EIR would not be required to evaluate the CAAP pursuant to Section 15162 of the CEQA Guidelines.

⁷ Note that Appendix G has undergone several changes since the PEIR was certified, and this Addendum uses the 2022 version of Appendix G in its analysis, as presented in Table 6.

TABLE 6
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
Aesthetics		
a) Scenic vista	Less than significant. Construction of future projects that could be facilitated by the General Plan could result in short term, temporary changes to local visual conditions that would be considered less than significant. Additionally, policies identified in the General Plan are designed to promote enhancement of the City's visual quality through preservation of existing open space, preservation of historic resources and neighborhoods and the incorporation of design features. While build out of the General Plan could result in changes to existing views, impacts are considered to be less than significant .	Implementation of the CAAP could result in short term construction impacts that would be temporary, minor and of relatively short duration. Implementation of the CAAP could result in minor, long-term adjustments to scenic vistas due to the construction of infrastructure such as ZEV charging stations or the installation of PV panels which could be visible from scenic vistas. Many of the CAAP strategies and implementing actions would result in beneficial impacts due to planting of tree and protecting open spaces. Some CAAP actions could result in long-term changes that could result in visual changes such as the construction of community solar projects or expansion of ZEV charging stations, or adjust existing roadway designs to include bike paths etc. Projects implementing the CAAP would be required to comply with design requirements policies presented in the General Plan to protect scenic vistas, and would not result in impacts that are more severe than those identified in the PEIR.
b) Scenic resources	Less than significant. While there are no officially designated state scenic routes within the Planning Area; however, both Highway 101 and State Route 1 are eligible to be scenic routes and the City and County have selected multiple routes for the City's Scenic Highway System. The General Plan includes goals and policies required to protect scenic resources including scenic routes and future development associated with the Project would be required to implement the community character goals and policies in the General Plan and would be subject to design review. Impacts are considered to be less than significant.	Strategies and implementing actions in the CAAP would not damage or affect scenic resources or scenic routes. While some actions included in the CAAP could result in short-term construction impacts that may be visible from scenic routes, such impacts would be no worse than those identified in the PEIR. Additionally, all projects implementing CAAP actions would be required to comply with the goals and policies in the General Plan designed to protect community character and scenic resources. Implementation of the CAAP would not result in impacts that are more severe than those identified in the PEIR.
c) Conflict with zoning and other regulations governing scenic quality	Not evaluated in the PEIR	Projects implementing the CAAP would be required to be consistent with General Plan policies intended to protect scenic quality. Therefore, implementation of the CAAP would not result in any new impacts with respect to this criterion.
d) Light and glare	Less than significant Build out of the General Plan would increase the amount of light and glare in areas that currently have no existing sources of development related light and glare. The General Plan also includes several policies designed to minimize light and glare impacts the application of which would reduce impacts to a less than significant level.	Implementation of the CAAP could result in some small adjustments to existing development, such as building retrofits or rooftop solar PV projects which could create minor sources of light and glare. Solar PV panels are constituted of multiple solar cells which are designed to capture solar energy in order to convert it into usable energy. Therefore, solar panels are designed to be as absorptive as possible in order to maximize the efficiency of energy production. Additionally, PV panels typically are covered with a tempered glass layer that is treated with an anti-reflective coating that further reduces the reflectivity of the panels. When compared to common reflective surfaces, solar panels without an anti-reflective coating are found to produce around the same amount of reflectivity as water, which is about half the amount of reflectivity as

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
		standard glass that is commonly used in residential or commercial applications (Shields 2010). Additionally, the solar projects that would be facilitated by the CAAP are likely to be small projects located on rooftops or in parking lots and would not include large arrays of panels. Rooftop solar projects would be required to comply with the City of Oxnard's requirements and standards for rooftop solar projects which are contained in Article 24 of the Municipal Code. Furthermore, all projects would be required to comply with the policies identified in the General Plan that are intended to minimize impacts from light and glare. Impacts would not be greater than what was disclosed in the PEIR. Thus, similar to the PEIR, implementation of the CAAP would have a <i>less-than-significant</i> impact.
Agriculture and Forestry Resources (Agriculture and Soil Resources in PEIR)		
a) Prime Farmland, Unique Farmland, or Farmland of Statewide Importance	Significant and Unavoidable. Implementation of the General Plan would convert up to 2,000 acres of important farmland due to future development. The General Plan does include policies intended to preserve farmland and agricultural resources. However, even with implementation of these policies, impacts would remain significant and unavoidable.	The CAAP does not include any policies that would result in development that could convert agricultural land. Additionally, the CAAP includes strategies to preserve agricultural land and open space and to encourage the City to work with partners to prepare the agricultural industry for the impacts of climate change. Therefore, implementation of the CAAP would have beneficial impacts to important farmland and would not result in impacts that are more severe than those identified in the PEIR.
b) Zoning for agricultural use or Williamson Act contract	Less than Significant. Implementation of the General Plan could result in the conversion of up to 300 acres of land under Williamson Act contract. The General Plan also includes policies intended to protect agricultural resources. Therefore, impacts of the General Plan on Williamson Act contracts are considered less than significant.	Implementation of the CAAP would involve projects that would be located within the urbanized areas of the City, such as retrofits of existing buildings, new EV charging stations, and new or expanded bike routes etc. Projects that would be facilitated by the CAAP are expected to be located within areas used for agricultural operations or within areas that are under Williamson Act contract; implementation of the CAAP is not expected to result in conflicts with parcels under Williamson Act contracts, and would not result in impacts that are more severe than those identified in the PEIR.
c) Conversion of Farmland or forest land to non-agricultural/forest land use	Less than Significant. Implementation of the General Plan could result in indirect "edge effects" that could impact agricultural resources such as noise dust, odors etc. However, policies and implementation programs that are included as a part of the General Plan would reduce the potential for these impacts to a less than significant level.	The CAAP does not change the land use designations in the General Plan. As described above, implementation of the CAAP would involve projects that would be located within the urbanized areas of the City, such as retrofits of existing buildings, new EV charging stations, and new or expanded bike routes etc. Such projects are not expected to involve major construction that could result in indirect impacts to agricultural land uses. Implementation of the CAAP would not result in impacts that are more severe than those identified in the PEIR.
d) result in substantial erosion or loss of topsoil	Less than Significant. Some locations within the Planning Area of the General Plan are identified as areas with a High to Very High susceptibility to erosion although most areas within the Planning Area have a moderate susceptibility to erosion. Development within the planning area could result in an increase in erosion due to an increase in impervious surfaces and short-term construction	Implementation of the CAAP is not likely to result in an increase in impervious surfaces that in turn could result in an increase in erosion. Conversely, the CAAP includes strategies (e.g., SF-1 and SF-5) to reduce stormwater runoff and flooding through low-impact development and more green infrastructure (e.g., bioswales, green roofs, rain gardens, pervious surfaces, etc.), which in turn will

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
	activities. Policies included in the General Plan would require the City to minimize erosion impacts through the protection of open space and agricultural lands. Additionally, projects resulting from the General Plan would be required to comply with local and state requirements for erosion control and grading. Therefore, impacts are less than significant.	reduce erosion and loss of topsoil. While implementation of the CAAP could result in some construction of projects, construction is expected to be minor, and impacts would not be greater than what was disclosed in the PEIR. Additionally, projects implementing the CAAP would be required to comply with state and local requirements including General Plan policies for erosion prevention which would ensure impacts are less than significant. Therefore, as with the PEIR, impacts would be less than significant.
e) result in coastal wave or beach erosion	Less than Significant. Coastal erosion is caused by wave action from high winds or tides and can be exacerbated by human activities such as building sea walls and jetties. Rising sea levels are accelerating coastal erosion. Buildout of the General Plan would introduce very little development along the coastline. Additionally, the General Plan includes policies that would minimize development impacts in areas subject to beach erosion and includes other goals and policies related to the preservation of coastal areas. Therefore, impacts would be less than significant.	Implementation of the strategies included in the CAAP is not likely to result in development projects along the coastline that could worsen coastal erosion. Additionally, coastal erosion is worsened by rising sea levels which are caused by rising global temperatures. The CAAP includes strategies to reduce GHG emissions, which is needed at a global scale to slow global warming along, which contributes to rising sea levels and worsening coastal erosion. Additionally, while the CAAP does not include specific strategies or policies to address sea level rise, the Community Vulnerability and Adaptation chapter of the CAAP identifies strategies to increase the resilience of the Oxnard community and infrastructure to climate change impacts such as increased erosion (see Table 5). Therefore, the CAAP would result in beneficial impacts and would not result in impacts that are more severe than those identified in the PEIR.
Air Quality		
a) Conflict with air quality plan	Less than significant. The Ventura County Air Pollution Control District Air Quality Management Plan uses population forecasts from the Southern California Association of Governments (SCAG) which are incorporated into the Regional Transportation Improvement Program (RTIP). The population growth assumptions used in the General Plan project a population in 2030 that is less than that forecasted by SCAG. Therefore, implementation of the General Plan would not result in conflicts with an air quality plan and impacts would be less than significant.	The CAAP uses updated population forecasts from SCAG that are lower than the population forecasts used in the General Plan. The CAAP would not generate population growth that could create conflicts with the population assumptions used in the VCAPCD AQMD. Additionally, while the goal of the CAAP is to reduce GHG emissions through strategies such as reductions in VMT, increases in energy efficiency and the use of renewable energy these changes would also result in beneficial impacts to air quality. While implementation of the CAAP could result in the construction of small infrastructure projects, construction of these projects is not expected to result in conflicts with the AQMP, and would not result in impacts that are more severe than those identified in the PEIR. Therefore, similar to the PEIR, the CAAP would result in less than significant impacts.
b) Criteria air pollutants	Significant and Unavoidable. The General Plan would facilitate future population growth that could result in additional local and regional vehicle emissions that could contribute to the VCAPCD's nonattainment status. While policies included in the General Plan would reduce pollution impacts from development and population growth, impacts would remain significant and unavoidable.	Implementation of the CAAP could result in the construction of new infrastructure such as EV charging stations, rooftop solar PV, bike paths, and pedestrian pathways. These types of projects are not likely to require significant construction that would result in criteria air pollutants that would exceed the SCAMQD's project-level significance thresholds. Their construction would not result in impacts that are more severe than those identified in the PEIR. The CAAP is designed to reduce GHG emissions generated within the city by

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
		increasing the use of zero emissions vehicles, reducing VMT, using renewable energy, increasing energy efficiency, planting trees, increasing urban greening, etc. While these measures would reduce GHGs, they would also improve overall air quality in VCAPCD by reducing the emissions of criteria air pollutants. Therefore, CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.
c) Sensitive receptors	Less than significant. Construction of projects implementing the General Plan could cause temporary, short-term emissions of various air pollutants including reactive organic gases (ROG), nitrous oxides (NOx), and particulate matter (PM10 and PM 2.5) that could expose sensitive receptors to pollutants. However, the General Plan also includes a number of policies that are intended to reduce the impacts of pollution on sensitive receptors and ensuring that future development includes compatible land uses or mitigation to lessen the impacts of pollution on sensitive receptors. Incorporation of policies included in the General Plan that are designed to reduce construction related emissions would reduce the potential for sensitive receptors to be impacted by air pollution. Therefore, impacts would be less than significant.	Implementation of the CAAP could result in the construction of new infrastructure such as EV charging stations, rooftop solar PV, bike routes, pedestrian pathways, and recycled water pipeline infrastructure. Construction of these types of projects is expected to be minor and is not likely to require significant construction that could expose sensitive receptors to substantial toxic air contaminant emissions. Additionally, the construction of projects to implement the CAAP would be required to comply with the policies outlined in the General Plan to reduce air pollution impacts. Construction would not result in impacts that are more severe than those identified in the PEIR. The CAAP also includes strategies to prioritize urban greening near vulnerable communities and sensitive receptors in order to reduce the impacts of air pollution which would result in a beneficial impact under this criterion. The CAAP is intended to reduce GHG emissions generated within the city by increasing the use of zero emissions vehicles, reducing VMT, using renewable energy, increasing energy efficiency, planting trees, and increasing urban greening. While these measures would reduce GHGs, they would also improve overall air quality in VCAPCD and reduce air pollution near sensitive receptors. Therefore, impacts would be no more severe than those identified in the PEIR.
d) Objectionable odors	Less than significant. Buildout of the General Plan could result in construction activity that would require the operation of equipment which may generate exhaust from gasoline or diesel fuel. Additionally, construction of new buildings may require paint and the paving of roads could generate odors. However, these odors are expected to be temporary, short-term, and minor. Future residential and commercial development could result in minor, odor-generating activities such as the use of barbecues and garden equipment. However, these types of odors are typical and the City has a number of policies which would address nuisance odors. Therefore, impacts are less than significant.	Construction associated with implementation of the CAAP is expected to be minor and would not result in significant odors or to long-term increases in odors. With regards to potential operational odors, the CAAP includes strategies to increase composting and address waste management within the City. However, these projects would also be subject to city policies governing nuisance odors which would reduce impacts to a less than significant level. Further, these projects would be subject to SMAQMD rules for controlling nuisance emissions, such as those leading to odors, from community sources, including SCAQMD Rule 402, 410, 1138, and 1133. CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
Biological Resources		
a) Special status species	Less than Significant. A majority of the Planning Area consists of agricultural and urban land uses; however riparian habitat is present near the Santa Clara River and Marine Coastal Scrub, and Saline Emergent Wetland habitats can be found along the western or coastal portion of the planning area. Sensitive plant species are known to occur in these habitats. Implementation of the Project could result in some development in these areas which could have a significant effect on sensitive habitats and special status species due to 1) the conversion of sensitive habitats to development sites, 2) increased interaction between wildlife and humans, and 3) habitat fragmentation. However, the General Plan also includes the designation of habitat areas in order to protect habitat and includes policies and measures created to protect and preserve biological resources. Generally, the buildout of the General Plan would focus development away from sensitive habitat areas and would implement a number of comprehensive policies designed to minimize biological resource impacts. Impacts would be less than significant.	Construction associated with implementation of the CAAP would likely be located in the developed areas of the City and not in areas of the City that contains habitat supporting special-status species. Additionally, the CAAP contains strategies and implementing actions that would encourage the preservation of agricultural lands, open space, and wetlands, which would result in habitat preservation and would support biodiversity within Oxnard (Strategy N1 and implementing actions). Therefore, implementation of the CAAP would have long-term beneficial impacts for special status species. CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.
b) Riparian habitat or other sensitive natural community	Less than Significant. Areas along the Santa Clara River contain Valley Foothill Riparian, Annual Grassland, Marine, and other sensitive natural communities and habitats. The coastal area of the Planning Area, specifically the southwestern portion, contain Saline Emergent Wetland and Marine habitats. Policies and implementation measures included as part of the General Plan would minimize impacts to these sensitive natural communities or habitats. Specifically, the General Plan includes policies to protect preserve and enhance wetland and lagoon habitats, protect the coastline, and habitat along the Santa Clara River. Therefore, because the General Plan would focus future development away from sensitive habitat and would include policies to protect sensitive habitats, the Project would have a less than significant impact.	The CAAP does not change the land use designations of the 2030 General Plan, and does not include strategies or implementation actions that encourage development in areas of the City that contain riparian habitat or sensitive natural communities. Construction associated with implementation of the CAAP would likely be located in the developed areas of the City and not in areas of the City that contains habitat supporting special-status species. Additionally, the CAAP includes strategies and implementation actions to protect habitats and green spaces in order to increase carbon sequestration (Strategy N1 and associated implementation actions). No new impacts are identified With CAAP implementation. Therefore, as with the PEIR, the CAAP would have a less than significant impact.
c) Federally protected wetlands	Less than significant. Development resulting from build out of the General Plan could result in indirect and direct adverse impacts to saline emergent wetland and marine habitats in the Planning Area. There are a number of policies and implementation measures included in the General Plan that would minimize these impact including policies to encourage preservation of Ormond Beach Mugu Lagoon, the Santa Clara River, and McGrath Lake as well as other policies to reduce encroachment on sensitive habitats and require mitigation to avoid impacts to sensitive habitat areas. Therefore, impacts would be less than significant.	The CAAP does not change the land use designations of the 2030 General Plan, and implementation of the CAAP would not involve development or construction in wetland areas. Additionally, the CAAP includes strategies and implementation actions to protect habitat areas such as wetlands in order to increase carbon sequestration (Strategy N1 and associated implementation actions). No new impacts are identified With CAAP implementation. Therefore, as with the PEIR, the CAAP would have a less than significant impact.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
d) Movement of any native resident or migratory fish or wildlife species	Less than Significant. Several areas within the Planning Area (in particular the Santa Clara River and the riparian areas that border it) are used as migration corridors for wildlife. Development resulting from build out of the General Plan has the potential to cause an increase in vehicular traffic levels and nighttime light levels near sensitive habitat areas which could deter wildlife movement in the area. However, policies and implementation measure that would be included as part of the General Plan would minimize the impact of development on wildlife migration corridors. Impacts would be less than significant.	Projects implementing the CAAP would not increase vehicular traffic or noise near sensitive habitats or wildlife migration corridors. Additionally, the CAAP is not likely to encourage projects that would be built near wildlife migration corridors and could have indirect impacts on wildlife movement. Finally, the CAAP includes strategies and measures that encourage the preservation of open space, green ways, and habitat which has the potential to have long-term beneficial impacts on the movement of wildlife. No new impacts are identified With CAAP implementation. Therefore, as with the PEIR, the CAAP would have a less than significant impact.
e) Local policies or ordinances protecting biological resources	Less than significant. The General Plan has been developed to include policies designed to protect a variety of biological resources including trees. Future projects resulting from the General Plan would be required to comply with all relevant policies and ordinances relating to tree preservation and the preservation of biological resources. The General Plan is consistent with the Local Coastal Plan and the Coastal Zoning Code. As the General Plan includes a number of policies and implementation actions intended to protect biological resources, buildout of the General Plan would not conflict with local policies or ordinances protecting biological resources and impacts would be less than significant.	The CAAP is not expected to result in large development projects that could create a conflict with policies intended to protect biological resources. Additionally, any projects that result from the CAAP would be required to comply with the policies included in the General Plan that are intended to protect biological resources, and would not result in impacts that are more severe than those identified in the PEIR. No new impacts are identified With CAAP implementation. Therefore, as with the PEIR, the CAAP would have a less than significant impact.
f) An adopted Habitat Conservation Plan	No impact. Neither an HCP nor an NCCP has been prepared for a jurisdiction that would apply to the Oxnard Planning Area. As such, no conflict between the policies and goals of the General Plan and the policies of an adopted HCP or NCCP exist. Consequently, there is no impact.	There are no designated HCPs or NCCPs within the City of Oxnard. Therefore, implementation of the CAAP would not result in a conflict with a designated HCP or NCCP. There would be no impact.
Cultural Resources		
a) Historical resource	Less than significant. There are 31 recorded previously recorded historic resources within the Planning Area. Development and infill activities have the potential to threaten historic resources. A key goal of the General Plan is to preserve cultural resources. In particular, the Community Development Chapter includes policies designed to protect historic qualities of the City and the City's unique historic and traditional neighborhood. The General Plan includes a policy that requires infill development to respect historic structures and be of a comparable scale and character to surrounding historic areas. As a result, with implementation of policies intended to protect historic resources, impacts would be less than significant.	Implementation actions included in the CAAP are not likely to result in large development projects that could impact historic resources. While implementation of the CAAP could result in the construction of EV charging stations, retrofitting of buildings to improve energy efficiency, or the construction of bike lanes or other transit improvements, these types of developments are expected to require minor construction and are not expected to create inconsistencies in neighborhood character. Additionally, any projects resulting from the CAAP would be required to be consistent with the policies presented in the General Plan to protect historic resources. Implementation of the CAAP would not result in impacts that are more severe than those identified in the PEIR. Therefore, as with the PEIR, the CAAP would have a less than significant impact.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
b) Archaeological resources c) Human remains	Less than significant. The Planning Area contains number prehistoric cultural resources including 12 prehistoric sites and 7 isolates. It is possible that archaeological deposits could be encountered in the Planning Area. However, due to the fact that the Planning Area is a flat, alluvial plain, the probabilities for prehistoric sites would be low in the area south of the Santa Clara River. Regardless archaeological resources and/or human remains could be damaged or inadvertently unearthed during ground-disturbing activities. The General Plan includes policies that establish protocols for the identification of archaeological resources, identify resource discovery measures and require development applicants to conduct records searches. In order to reduce potentially significant impacts to archaeological resources to a less than significant level additional mitigation measures in the form of additionally General Plan policies are required. Modified Policy ER-12.6 requires that grading and construction work on project sites be suspended if archaeological features are found until the significance of the feature can be determined by a qualified archaeologist or paleontologist. Modified Policy ER-12.9 requires that the city consult with Native American representatives regarding cultural resources in order to identify locations of importance to Native Americans, including archaeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of a particular project.	Implementation of the CAAP is not expected to result in projects that would require significant earthwork outside of previously disturbed areas. Implementing projects are likely to be located in developed areas of the City that have been previously disturbed and where the potential for disturbance of a prehistoric resource or human remains is not as high. Additionally, the incorporation of modified General Plan policies ER-12.6 and ER-12.9 would ensure that tribal and archaeological experts are consulted in the event that an archaeological resource is discovered during earth work on a project site. Implementation of the CAAP would not result in impacts that are more severe than those identified in the PEIR. Therefore, as with the PEIR, the CAAP would have a less than significant impact.
Energy		
a) Energy consumption b) Plan for renewable energy or energy efficiency	Less than significant. New development anticipated with buildout of the Project would be the primary contributor to increased energy use within the Planning Area. New development could place increased demand on regional energy generation, transmission, and distribution facilities. Development has the potential to require the construction of new energy generation facilities. As no energy generation facilities are proposed as part of the General Plan, the environmental impacts of such facilities will be evaluated on a project-by-project basis. The General Plan includes policies that are intended to reduce energy consumption and increase the use of renewable energy. These include policies to increase the use of solar and wind generation and increase the use of waste conversion to energy facilities. The General Plan also includes policies to increase energy efficiency higher than Title 24 requirements and to encourage green building design, and encourage land uses and projects that reduce VMT. With implementation of these policies, impacts would be less than significant.	A primary objective of the CAAP is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Some of the key strategies in the CAAP to reduce GHG emissions include procuring zero carbon electricity, increasing solar energy generation, developing microgrids and energy storage, improving the energy efficiency of buildings, supporting the expansion of ZEV infrastructure, transitioning city fleets to greener alternatives, and supporting transit in order to reduce VMT. Together these strategies will result in significant long-term reductions in energy consumption and will reduce the City's reliance on fossil fuels. While the construction of projects to implement these strategies may require short-term increases in energy consumption, that increase will be outweighed by the long-term reductions in operational energy consumption. Additionally, by reducing the City's reliance on grid-supplied energy, increasing local renewable energy production, and increasing the energy efficiency of buildings within the City, the CAAP would support state, regional, and local plans for renewable energy and energy efficiency. The CAAP would have beneficial impacts with regard to these criteria and would have no adverse impact on either energy consumption or any plan for renewable energy or energy efficiency.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
Geology and Soils		
a) Exposure to potential substantial adverse effects from rupture of a known earthquake fault, seismic groundshaking, seismic ground failure, or landslides	Less than significant. Most of the Planning Area is susceptible to earthquake related risks as well as liquefaction due to underlying alluvial deposits and high groundwater levels. The General Plan includes a number of policies and implementation measures would minimize the impact of these geologic hazards. The policies include the preparation of soil, geologic, or structural evaluation reports, requiring that new construction adhere to the Uniform Building Code, and that the City avoid development in areas of the City with known geologic hazards. With the implementation of these policies, impacts would be less than significant	Implementation of the CAAP could result in the development of structures such as EV charging stations and bike paths that do not expose people to potential seismic hazards. Other potential projects, such as resilience hubs, and retrofits of existing buildings with more efficient energy and water systems, would involve construction that would have to be done in compliance with the City's building code and requirements regarding soil, geologic, or structural evaluation. Additionally, any projects implementing the CAAP would be required to comply with the policies identified in the General Plan to reduce exposure to seismic risks as well as state law intended to reduce exposure to seismic risks, including the Uniform Building Code. They would not result in impacts that are more severe than those identified in the PEIR. Therefore, similar to the PEIR, impacts would be less than significant.
b) Substantial soil erosion	Evaluated under Agriculture and Soil Resources	Evaluated under Agriculture and Soil Resources
c) Geologic unit or soil that is unstable	Less than Significant. The Planning Area is not located within or bisected by a delineated Alquist-Priolo Earthquake Fault Zone; however, seismic-related hazards exist because of the proximity to active faults. Other geologic characteristics found in the Planning Area increase the likelihood for subsidence, liquefaction, and lateral spreading. The Planning Area is primarily level and has not been identified as being within a zone requiring investigation for earthquake-induced landslide Portions of the Planning Area near Hueneme Road and Rice Avenue are subject to subsidence and seismic ground shaking which can induce further subsidence. The General Plan includes a number of policies which address the issue of subsidence. Additionally, policies in the General Plan require soil, geologic, or structural evaluation reports to be prepared as part of the approval process of new structures and the General Plan includes policy to avoid new construction in areas with known geologic hazards. With the incorporation of these measures, impacts would be less than significant.	Implementation of the CAAP could result in the development of some structures such as EV charging stations, resilience hubs, or the retrofitting of existing buildings with more efficient energy and water systems. Such projects would be required to comply with the policies identified in the General Plan to reduce exposure to seismic risks as well as state law intended to reduce exposure to seismic risks. Compliance with these regulations and policies would ensure that any structures are located outside of areas with known geologic hazards and that they are constructed using methods to reduce the impacts of unstable geology. Construction of these projects would not result in impacts that are more severe than those identified in the PEIR. Therefore, similar to the PEIR, impacts would be less than significant.
d) Expansive soil	Less than Significant. Expansive soils are found throughout Ventura County but are concentrated in a few places including portions of the Ojai valley, the Camarillo Hills, and areas around the City of Moorpark. Potential impacts associated with expansive soils are considered to be minimal as soils and engineering reports which consider expansive soils are required as part of the development approval process. These reports identify whether expansive soils are present and whether engineering solutions are possible to minimize damage from expansive soils. Additionally, the General Plan includes additional policies developed to reduce the risk of impacts from geologic hazards and soil hazards. Therefore, with implementation of these measures, impacts would be less than significant.	Implementation of the CAAP has the potential to result in projects that could be located in areas with expansive soils. While the CAAP would not result in large developments, small projects such as resilience hubs could be located on expansive soils. An evaluation of expansive soils would be required through the development approval process which would reduce the potential for projects implementing the CAAP to be impacted by expansive soils. Additionally, projects implementing the CAAP would be required to comply with policies in the General Plan intended to reduce impacts of geologic hazards. Construction of these projects would not result in impacts that are more severe than those identified in the PEIR. Therefore, similar to the PEIR, impacts of the CAAP would be less than significant.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
e) Soils incapable of supporting septic tanks or alternative waste water disposal systems	Not evaluated in the PEIR.	Implementation of the CAAP is not expected to result in projects that require septic tanks or alternative waste water disposal systems. In the event that wastewater services are required for a project implementing the CAAP (such as a new resilience hub), sewer services would be provided by the City of Oxnard. No new impacts associated with this criterion are identified with implementation of the CAAP.
f) Destroy a unique paleontological resource or geological feature	Less than Significant, with mitigation. Policies within General Plan establish protocols to address archaeological resources including preproject activities and resource discovery measures, as well as policies that require development applicants to conduct records searches, and that require compliance with CEQA guidelines if human remains of possible Native American origin are discovered during project construction. In addition, the PEIR includes a mitigation measure that requires that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist in the event that archaeological/paleontological resources are discovered during site excavation. With implementation of this mitigation measure, impacts would be less than significant.	Any project resulting from Implementation of the CAAP would have to follow the same General Plan policies and mitigations, and would not result in impacts that are more severe than those identified in the PEIR.
Greenhouse Gas Emissions (Air Quality and Climate Change in PEIR)		
a) GHG emissions b) Plan to reduce GHG emissions	Significant and Unavoidable. Buildout of the General Plan would result in population growth and would result in both stationary and mobile sources of GHG emissions as a result. Construction of projects would result in short-term emissions of CO₂ from construction equipment during grading and excavation and other building activities. Actual significance of construction emissions would be determined on a project level basis. Operational impacts would result from local and regional vehicle emissions generated from future population growth associated with buildout of the proposed Project. Direct emissions from project vehicle traffic could result in an additional 10,736 metric tons of CO₂ per year. This estimate does not include indirect emissions from electricity usage. The Project could conflict with state AB 32 goals to reduce greenhouse gas emissions. In order to reduce impacts to the greatest extent feasible, the following new policies and implementation measures are proposed. • Policy SC-1.4: Support Climate Action Team Emission Reduction Strategies. The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the updated General Plan to determine its consistency with the CAT emission reduction strategies. • Policy SC-1.5: Support Offsite Measures to Reduce Greenhouse Gas Emissions. The City will support and encourage the use of off-site	As described in the Project Description, above, the CAAP is intended to implement General Plan Policy SC-1.3 to develop a Climate Action and Adaptation Plan that supports the region's Sustainable Communities Strategy. The CAAP establishes a target to reduce GHG emissions in the City to 40 percent below 1990 levels by 2030. This target is consistent with the statewide GHG target mandated by SB 32. The CAAP includes strategies and actions to reduce emissions and demonstrates how the City will achieve the 2030 target. The CAAP is also closely aligned with the Regional Transportation Plan and Sustainable Communities Strategy for Southern California, the Oxnard General Plan, the Oxnard Energy Action Plan, the Bicycle and Pedestrian Facilities Master Plan and other regional and local plans to reduce GHG emissions. The CAAP will reduce GHG emissions within the City of Oxnard and it is consistent with state and regional plans to reduce GHG emissions. While a minor amount of temporary emissions may result from construction of some CAAP projects, implementation of the CAAP will result in long term cumulative reductions in GHG emissions in the City of Oxnard. The CAAP would have beneficial impacts with regard to GHG emissions and thus would have no adverse impact.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
	measures or the purchase of carbon offsets to reduce greenhouse gas emissions. Implementation Measure 55.0: The City shall develop and maintain a Climate Change Action and Adaptation Plan (CCAAP). The CCAAP shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures, and monitoring and report plan. However, even with implementation of these policies, impacts would be significant and unavoidable.	
Hazards and Hazardous Materials		
a) Routine transport, use, disposal, or b) release of hazardous materials	Less than significant. Hazardous materials are regularly used, transported, and disposed of in the City of Oxnard. The development of additional residential, commercial, and industrial uses would increase the amount of hazardous materials transported, used, or disposed of in the City. The General Plan includes many policies and implementation measures developed to reduce exposure to hazardous materials. Policies include requirements to prevent hazardous materials accidents, the designation of truck routes for hazardous materials, requirements for proper handling, and disposal or recycling of hazardous materials, land use considerations and land use compatibility and reporting requirements. Therefore, with the implementation of these policies and measures, impacts are considered less than significant.	Implementation of the CAAP could involve the construction of EV charging or hydrogen fueling infrastructure, the installation of PV panels, and other projects that could involve the use and transport of hazardous materials during Project construction. Projects implementing the CAAP would be required to comply with state requirements that regulate the use and transport of hazardous materials as well as the policies and implementation measures established in the General Plan. The implementation of these policies and measures would ensure that CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.
c) Hazardous materials within 0.25 mile of a school	Less than significant. Buildout of the General Plan would result in population growth and could necessitate the construction of new schools. The location of new schools would be evaluated based on their proximity and potential exposure to hazardous materials and would be required to comply with state requirements regarding the siting of schools near areas with potential exposure to hazardous materials and natural hazards. Additionally, policies included as part of the General Plan would minimize impacts including policies that require that hazardous land uses and industrial land uses be located away from sensitive land uses. With the implementation of these policies impacts would be less than significant.	Implementation of the CAAP would not result projects that would routinely emit hazardous emissions or handle hazardous materials. The development of energy or transportation infrastructure could require the use of hazardous materials during construction. However, these projects would be required to comply with General Plan policies regarding the use of hazardous materials near sensitive uses and the separation of incompatible land uses such as industrial land uses and sensitive receptors. Compliance with these policies as well as state regulations would ensure that CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
d) Locate development on a hazardous waste site	Less than significant. The Planning Area contains numerous hazardous sites including LUST sites, ASTs, and solid waste collection sites. Most of these sites are undergoing cleanup while others are being assessed for cleanup. It is possible that additional uncatalogued hazardous waste sites exist such as dry cleaners, gas stations, and railroad rights-of-way. The General Plan includes several policies and implementation measures that have been developed to address hazardous materials sites including creating an inventory of hazardous waste sites, regulating the use and generation of hazardous waste sites, and required compliance with federal, state, and local regulations regarding hazardous materials. Implementation of these measures would ensure that impacts are less than significant.	Projects implementing the CAAP would be required to comply with policies in the General Plan intended to protect the public from hazardous waste, ensure compatibility of land use, and prevent hazardous waste accidents as well as federal, state, and local regulations that govern the use of hazardous materials and siting of sensitive land uses near hazardous waste sites. Compliance with these policies and regulations would ensure CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.
e) Hazards related to a public airport or private airstrip	Not included in the PEIR.	The implementation of the CAAP would not result in new or relocated residential land uses, other types of noise-sensitive receptors, or new places of permanent employment where residents or workers could be exposed to a safety hazard or excessive noise. Therefore, the CAAP would not expose residents or workers to a safety hazard or excessive noise levels. No impact would occur.
f) Interfere with an adopted emergency response plan	Less than Significant. Buildout of the Project would result in an increase in traffic that could interfere with response times at intersections with less than LOS C service. These impacted intersections are a part of the Intelligent Transportation System (ITS) and their signals controlled by the City Traffic Engineer who will have the ability to set signals for emergency vehicle routing. Additionally, the General Plan includes a number of policies that require the adequate provisions of emergency services and routes and policies regarding emergency coordination between agencies and emergency response providers and policies to improve traffic circulation and impacts to City roadways.	In order to achieve GHG reduction goals and reduce VMT, the CAAP includes strategies to increase bike lanes and improve access to local transit services. Additionally, the CAAP includes community preparedness strategies (see Table 5) to improve emergency communications as well as emergency response and evacuation procedures. By encouraging the use of transit, improving access to transit, and improving emergency evacuation communications and procedures, implementation of the CAAP would result in beneficial impacts to emergency plans.
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	Evaluated in Wildfires	Evaluated in Wildfires
Hydrology and Water Quality		
a) Water quality standards or waste discharge requirements b) Decrease groundwater supplies or interfere with groundwater recharge to impede sustainable	Less than Significant. The City has a comprehensive Water Management Program that outlines the City plans to provide adequate water supply to meet forecasted demands while protecting the health of the groundwater aquifer. The City is also working with groundwater managers on groundwater management programs. Continued implementation of existing groundwater management programs (including groundwater recharge through the Freeman Diversion project and the Las Posas Aquifer Storage Project) and the City's planned water recycling effort through it's GREAT and Augmented M&I Supplemental Water	The CAAP would not result in an increase in water demand and would not increase pressure on groundwater resources. The CAAP includes strategies to reduce water consumption through water conservation and increases in water recycling which may reduce local pressure on groundwater resources. Projects implementing the CAAP are not expected to result in direct pollutant releases. While construction of projects would be necessary and could result in minor releases of pollutants from construction, the impact is expected to be minor. Projects implementing the CAAP would be required to comply with state

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
groundwater management e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Programs will help to ensure that the City will be able to meet long term water demands and ensure sufficient groundwater recharge. The General Plan includes policies that address water supply and groundwater issues such as encouraging the City to continue water conservation and a policy that calls for adherence to the Ventura County Regional Water Quality Planning Program's recommendations regarding groundwater quality and extractions. Additionally, the City in 2009 implemented a policy that requires CEQA discretionary projects to be water neutral to the City's water system. Therefore, with the implementation of these policies, impacts would be less than significant. Buildout of the General Plan could impact the quality of runoff and pollutant loadings to receiving waters. The City must comply with provisions of the Clean Water Act including federal water quality, waste discharge, and total maximum daily load standards. Policies in the General Plan would reduce impacts such as policies to ensure sufficient stormwater drainage capacity, as well as continued compliance with state and federal standards. With implementation of these policies, impacts would be less than significant	and local requirements regarding water quality and waste discharge. Additionally, the CAAP includes strategies to reduce urban runoff and increase stormwater drainage capacity, as well as other strategies to reduce urban flooding (See Table 5). With respect to these criteria, no new impacts are identified in association with CAAP implementation. Impacts would remain less than significant.
c) Alter drainage pattern such that substantial erosion or siltation occurs; flooding on- or off site occurs; or additional sources of polluted runoff occur; Alter drainage such that it impedes or redirects flood flows	Less than significant. Development of the Project would involve construction and grading activities that could result in altered drainage patterns and, as a result, an increase in erosion and downstream sedimentation of Planning Area drainages and waterways. Sediment and other associated pollutants entering receiving waters would result in adverse changes to water quality. The General Plan includes policies that would reduce impacts such as policies to expand stormwater drainage infrastructure, require continued compliance with federal water protection standards, and a number of measures to reduce sedimentation and erosion. With implementation of these policies, impacts would be less than significant.	Implementation of the CAAP could result in construction for EV charging stations, bike paths, solar PV systems and other similar infrastructure. Construction is anticipated to be temporary and minor and would not be expected to significantly alter drainage patterns onsite or increase erosion. Nonetheless, projects implementing the CAAP would be required to comply with policies in the General Plan intended to reduce erosion, sedimentation and alteration to drainage patterns, and would not result in impacts that are more severe than those identified in the PEIR.
d) Located in flood hazard, tsunami, or seiche zones, increasing risk release of pollutants due to project inundation	Less than significant. Some areas within the Planning Area are designated 100-year flood plains including areas along the Santa Clara River and areas along the coastline. Development resulting from buildout of the Project could expose housing and other developments to flooding hazards. Additionally, structures placed within floodplains also have the potential to alter the historic cause of flood waters that could exacerbate flooding hazards downstream. The General Plan includes policies which require the City to avoid development in areas with known flood hazards. Other policies include requiring participation in the National Flood Insurance Program. The General Plan also includes policies to improve emergency planning and emergency response services with regard to flood risk as well as policies to ensure development is protected from flooding impacts and to ensure that natural drainages are not impacted by development. Therefore, with implementation of these policies, impacts would be less than significant. There are a number of dams located near the Planning Area that, could inundate	The CAAP does not propose new housing or structures that would expose inhabitants to flooding. Additionally, projects implementing the CAAP would be required to comply with policies set forth in the General Plan to reduce the impacts of flood hazards. The CAAP includes strategies for increasing the City's resilience to flood hazards (See Table 5). These strategies include developing a flood impacts monitoring program, prioritizing low-impact development stormwater practices in new development projects, implementing green infrastructure projects, and updating portions of the stormwater drainage system that are outdated or not functioning properly. Therefore, the CAAP includes strategies that would improve conditions with regard to flooding. CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
	the Planning Area if the dam were to fail. State and federal requirements regarding dam safety and dam inspection reduce the potential for flooding from dam failure, impacts are considered less than significant.	
Land Use and Planning		
a) Divide an established community	Less than significant. Development permitted by the General Plan includes a number of roadway improvements that extend roadways throughout the Planning Area. The expansion of roadways has the potential to divide a community. However, growth generated by the General Plan is intended to occur in a manner that preserves community character and connections within communities. Overall, new development is intended to represent a continuation of the existing urban area of the City. Additionally, the General Plan includes policies that would reduce the potential for development to divide communities including policies that address connectivity issues and establish the groundwork for cooperative transportation planning. Therefore, with the implementation of these policies, impacts would be less than significant.	The CAAP includes strategies to encourage the improvement of bike lanes and transit infrastructure as well as the creation of parks and greenspace all of which have the potential to have beneficial impacts with regard to this criterion. While the CAAP may result in the construction of some infrastructure projects and improvements, these projects would be required to be consistent with policies in the General Plan which encourage development patterns that create compatible land uses and avoid disruptions to communities. CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.
b) Consistency with applicable land use plan, policy or regulation	Less than significant with Mitigation. There are no Habitat Conservation Plans or Natural Community Conservation Plans in the Planning Area. The General Plan was determined to be consistent with the Local Coastal Plan. In order to maintain consistency with the Ventura County Airport Land Use Compatibility Plan the General Plan included a required policy to remove the designation of an area within the Airport's Traffic Pattern Zone as a school designation. With the adoption of this policy, impacts are less than significant.	As described in the Project Description above, the CAAP is consistent with the Oxnard General Plan and implements a policy from the General Plan. Additionally, the CAAP is consistent with the Local Coastal Plan Update. The CAAP would not conflict with any local plan or policy, and its implementation would not result in impacts that are more severe than those identified in the PEIR.
Mineral Resources		
a) Known mineral resource or b) locally important mineral resource recovery site	Less than significant. Large portions of the Planning Area are designated as containing significant mineral resources; however, development has already occurred within these areas and the General Plan does not propose to place new development in areas designated as potentially containing mineral deposits. The General Plan includes policies designed to minimize the location of incompatible land uses and to regulated resource extraction activities. Therefore, impacts would be less than significant with the implementation of these policies	Most CAAP actions would not involve ground work or soil disturbance and; therefore, would not have the potential to disturb mineral resources. Projects implementing the CAAP that could disturb mineral resources due to groundwork or excavation would be located in areas of the City that are already urbanized and developed. As such, the implementation of projects that could involve groundwork would not result in the loss of mineral resource sites. No new impacts are identified in association with CAAP implementation.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
Noise and Vibration		
a) Exposure to noise levels in excess of standards	Significant and unavoidable. Build out of the General Plan would result in construction related noise that has the potential to result in an exceedance of “normally acceptable” noise ranges for a given land use. Build out of the proposed Project would also result in additional noise from traffic. Noise modeling shows that several roadway segments in the Planning Area would experience a significant increase in traffic noise. While policies included in the General Plan may reduce this impact, impacts would still be significant and unavoidable.	Implementation of the CAAP could result in projects that require construction; however, these projects would be relatively small and would not create a significant amount of construction noise. Additionally, the CAAP is expected to reduce total vehicle miles traveled (VMT) in the City, and reduce traffic noise as well, as fossil fueled vehicles are replaced with quieter electric vehicles over time. The projects that would be constructed as a result of implementation of the CAAP are not expected to result in significant amounts of operational noise. CAAP implementation would not result in impacts that are more severe than those identified in the PEIR.
b) Groundborne vibration	Significant and Unavoidable. Buildout of the General Plan could place new residential or employment densities near sources of vibration such as industrial land uses, airports, railroads etc which could result in a significant impact. While the General Plan includes policies to address groundbourne vibration, even with adoption of implementation measures, impacts would be significant and unavoidable.	The CAAP does not change the land use designations in the General Plan. Therefore, implementation of the CAAP would not result in impacts that are more severe than those identified in the PEIR.
Population and Housing		
a) Induce unplanned population growth b) Displace existing people or housing	Not evaluated in the PEIR.	The CAAP would not propose the construction of new housing nor would implementation of the CAAP displace existing housing or people. The CAAP would be consistent with the City's adopted 2021–2029 Oxnard Housing Element and would help in its implementation. Impacts would be less than significant.
Public Services		
a) Need for new public services or associated impacts related to fire protection, police protection, schools, parks, other public facilities	Less than Significant. Buildout of the General Plan will result in population growth and will increase demand for fire protection, police protection, schools, parks, and libraries. However, the cost for the expansion of each of these services would be covered by the increase in revenue from development and from developer fees resulting from buildout of the General Plan. The General Plan includes standards for the provision of public services and future projects for the expansion of public services will be reviewed on an individual basis. Impacts are considered less than significant.	The CAAP would not induce population growth and, as a result, would not increase demands for new or altered governmental facilities or additional public services. The CAAP includes strategies intended to improve the resilience of emergency response and preparedness infrastructure in the City, and to protect existing open space and green spaces (see Table 5), both of which would result in beneficial impacts with regard to this criterion. Implementation of the CAAP would not result in impacts that are more severe than those identified in the PEIR.
Recreation		
a) Deterioration of parks or other recreational facilities which would increase the	Less than Significant. Implementation of the General Plan would increase demands on parks services in the City. New parks will be required for future growth which will be reviewed on an individual basis by the City. The General	The CAAP would not increase population growth and, as a result, would not increase demands on public parks. The CAAP includes strategies to protect existing open space and green spaces which would have beneficial impacts with

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
need for or use of parks and recreational facilities	Plan includes policies that address standards for community park and recreation standards, identify additional parklands, and require the City to ensure that recreation facilities are sited to minimize negative impacts. With the implementation of these policies impacts would be less than significant.	regard to this criterion. Implementation of the CAAP would not result in impacts that are more severe than those identified in the PEIR.
Transportation		
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	Less than Significant. The General Plan includes policies to promote increased transit services throughout the City which is intended to accommodate future transit demand and generate new transit riders through enhanced and improved service. The Circulation Diagram, prepared as part of the General Plan also includes a substantial increase in bicycle facilities throughout the City. Therefore, the General Plan would result in less than significant effects.	The CAAP includes strategies to improve transit effectiveness and accessibility (Strategy T4) and to expand infrastructure for pedestrians and bikes (Strategy T3). Therefore, implementation of the CAAP would result in beneficial impacts with respect to this criterion and would have no adverse impacts.
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 (vehicle miles traveled)	Not evaluated in the PEIR	The CAAP includes strategies to reduce VMT as a method for reducing GHG emissions. This includes strategies to expand infrastructure for pedestrians, bikes, and micro-mobility solutions (T3), increase transit effectiveness (T4), and expand car and bike sharing (T5). Therefore, the CAAP would have a beneficial impact with regard to this criterion and would have no adverse impact.
c) Hazards due to a design feature or incompatible uses	Not evaluated in the PEIR	Projects implementing the CAAP would not alter existing land uses in the City and would not result in an incompatible use. No new impacts are identified in association with CAAP implementation.
d) Inadequate emergency access	Not evaluated in the PEIR	As discussed in the Hazards and Hazardous Materials section, the CAAP includes strategies to improve emergency warning systems, response planning, and evacuation routes to ensure that systems are resilient to climate change impacts (see Table 5) which have the potential to improve emergency access. Additionally, projects implementing the CAAP would be required to comply with policies included in the General Plan that require that projects avoid impacts to emergency access. Therefore, the CAAP would have a beneficial impact with regard to this criterion and would have no adverse impact.
Tribal Cultural Resources		
a) Tribal cultural resource as recognized by State of California or lead agency	Not evaluated in the PEIR	AB 52 (2015) requires CEQA lead agencies to analyze the impacts of projects on tribal and cultural separately from impacts on archaeological resources (PRC Sections 21074 and 21083.09) because archaeological resources may also have cultural values beyond their ability to yield data important to prehistory or history and may qualify as tribal and cultural resources. The provisions of AB 52 apply to projects for which an NOP notice of preparation or a notice of negative declaration/mitigated negative declaration was filed on or after July 1, 2015. Because the NOP for the PEIR was issued prior to 2015, AB 52 does not apply to the PEIR, and assessment of impacts to tribal and cultural impacts is not

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
		required.
Utilities and Services Systems		
a) Require construction or relocation of new infrastructure for water, wastewater, storm water, energy or telecommunications	Regarding these infrastructure items, only water and stormwater were evaluated in the PEIR: Less than significant. Development of the Project could increase peak drainage flow rates, erosion, and downstream sedimentation in and around new development. Such increases would reduce the capacity of drainages and could result in flood flows that exceed existing downstream channel and stormwater system capacities. Additionally, the General Plan includes policies to reduce such impacts such as policies to increase stormwater drainage infrastructure and a requirement that the City maintain a stormwater drainage infrastructure master plan. With implementation of the above policies, impacts to stormwater infrastructure would be less than significant. Less than significant. Development of the Project could increase demand for water. As noted under Hydrology and Water Quality, the City has a comprehensive Water Management Program and the General Plan includes policies that address water supply and groundwater issues such as encouraging the City to continue water conservation and a policy that calls for adherence to the Ventura County Regional Water Quality Planning Program's recommendations regarding groundwater quality and extractions. Additionally, the City in 2009 implemented a policy that requires CEQA discretionary projects to be water neutral to the City's water system. With implementation of the above policies the impacts would be less than significant.	Regarding stormwater infrastructure, the CAAP is not expected to result in construction that could result in significant changes to stormwater drainage. Projects implementing the CAAP would be required to comply with federal, state, and local requirements regarding stormwater runoff. Additionally, the CAAP includes strategies to improve stormwater drainage infrastructure by updating aging infrastructure, using low impact development techniques, and encouraging green infrastructure (See Table 5). Therefore, the CAAP would have a beneficial impact with regard to this criterion and would have no adverse impact. The CAAP would not result in an increase in water demand and would not increase the need for water or wastewater infrastructure. The CAAP includes strategies to reduce water consumption through water conservation and increases in water recycling which may reduce local pressure on groundwater resources. Therefore, the CAAP would have a beneficial impact with regard to this criterion and would have no adverse impact. Implementation of the CAAP could result in the construction of new energy infrastructure such as EV charging stations, rooftop solar PV systems, and energy storage facilities, but these projects would be relatively small and they would be required to comply with the City's building code and with the policies outlined in the General Plan that reduce environmental impacts and ensure that Infrastructure improvements are consistent with City infrastructure master plans. As such, these projects would not result in impacts that are more severe than those identified in the PEIR.
b) Served by sufficient water supplies	Less than significant. The General Plan PEIR conducted an analysis of projected water demand and water supply and concluded that with implementation of the General Plan, the City will have adequate water supply to meet projected demands under all scenarios through 2030. The General Plan also includes policies intended to address water supply issues including policies to encourage water conservation, require water supply assessments for all projects, and a policy to update water, wastewater, and drainage infrastructure master plans. Therefore, with implementation of the policies mentioned above, impacts would be less than significant.	The CAAP includes strategies to increase the conservation and reuse of water within the City through building upgrades and retrofits, low-water landscaping requirements, and infrastructure improvements to increase the use of recycled water. The CAAP has a goal to reduce community and municipal per capita water use by 10 percent by the year 2030. Therefore, the implementation of the CAAP would result in beneficial impacts to this criterion by reducing City water demand. Impacts would remain less than significant.

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
c) Wastewater treatment requirements	Less than significant. The Oxnard Wastewater Treatment Plant (OWTP) has a current capacity of 31.7 million gallons per day (mgd) with average daily flows of approximately 24.0 mgd. The City anticipates expansion of the plant to 39.7 mgd by 2020. Thus, it is anticipated that sufficient capacity exists to accommodate wastewater generated by the Project. However, it is anticipated that a variety of wastewater conveyance (including sewer lines and lift stations) would need to be increased in order to accommodate wastewater flows associated with the Project. The General Plan includes policies regarding maintaining wastewater treatment service levels as well as policies to encourage water recycling in industrial developments in order to reduce sewer flows. Additionally, the General Plan includes a policy which requires the City to update its water, wastewater, and drainage infrastructure master plans in order to meet the needs of the City. Therefore, with the implementation of the policies identified above, impacts would be less than significant.	The CAAP would not result in developments that would significantly increase the wastewater treatment demands in the City. No new impacts are identified in association with CAAP implementation.
d) Solid waste and landfill capacity	Less than significant. Project development could increase the amount of solid waste generated in the Planning Area beyond existing or planned capacity or the ability of the City to expand capacity. The General Plan includes policies to address increased waste generation such as a waste reduction policy which calls for the City to continue implementing and participating in source reduction and recycling programs to meet mandated waste reduction levels and a policy which requires developers to employ a variety of practices which reduce waste generation. Therefore, with the implementation of the above policies impact would be less than significant,	The CAAP includes waste reduction and recycling strategies with the goal of achieving a 75% diversion of community solid waste and a 75% diversion of organics from landfills by 2030. Therefore, implementation of the CAAP would result in long-term beneficial impacts with respect to this criterion. Impacts would remain less than significant.
e) Comply with statutes and regulations related to solid waste	Not evaluated in the EIR.	The Project would comply with applicable federal, state, and local statutes and regulations related to solid waste and recycling. As such, the Project would be consistent with the assumptions set forth in the certified PEIR. No new impacts associated with CAAP implementation are anticipated.
Wildfire		
a) Located in a very high fire hazard severity zone	Not evaluated in the Certified PEIR. The Certified PEIR identifies that Oxnard is the largest urban community in the County and has limited exposure to the threat of wildfire hazards.	The Planning Area is urbanized and is in a low-risk area for wildfire hazards. The CAAP would not result in development that would place residents at risk of the spread of wildfire and would not result in development that could increase the risk of the spread of wildfire locally. The CAAP includes strategy L1, which supports transit-oriented and mixed-use development consistent with the 2021–2029 Oxnard Housing Element, and therefore projects facilitated by the CAAP that would include housing would likely be built in urban infill areas and are not likely to exacerbate wildfire risks. The CAAP includes strategies to improve early warning systems and emergency preparedness and evacuation systems in the event of a local wildfire or poor air quality from wildfires (see Table 5). Additionally, the CAAP includes strategies to improve access to air filtration and masks in the event of poor air quality from local or regional wildfires. Therefore,

TABLE 6 (CONTINUED)
COMPARISON OF THE CAAP RELATIVE TO THE PEIR

Environmental Issues	PEIR Impacts	CAAP Impacts
		implementation of the CAAP would result in beneficial impacts with respect to this topic. The CAAP would have no adverse impact.

VI. Changed Circumstances

Section 15162 of the CEQA Guidelines states that a Subsequent EIR would be required if substantial changes regarding the circumstances under which the project is undertaken would require major revisions of the certified PEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Section 15162 also states that a Subsequent EIR should be prepared if new information of substantial importance which was not known or could not have been known at the time the certified PEIR was adopted indicates that either 1) the Project would have new or substantially more severe significant impacts; or 2) mitigation measures or alternatives previously considered infeasible or that are considerably different would substantially reduce the significant impacts of the project, and the project proponents decline to adopt the new measures.

No substantial changes to the environmental setting of the Planning Area of the General Plan have been identified since the preparation of the certified PEIR. The analysis contained in this Addendum is to evaluate the potential impacts that could occur from the implementation of the Project relative to those impacts that were identified in the prior CEQA documentation for the General Plan.

As described in Section I under the subsection entitled Introduction and Background, a program-level EIR was certified for the buildout within the General Plan Planning Area. Mitigation measures were adopted as new General Plan policies in order to reduce potentially significant impacts in the following areas: cultural resources, land use, and greenhouse gases. The certified PEIR for the Project concluded that with the implementation of additional or modified General Plan policies, impacts would be reduced for all issues to a less than significant level with the exception of air quality, greenhouse gases, transportation, and noise, which while reduced would remain significant and unavoidable. The analysis contained in this Addendum concludes that with the incorporation of applicable new or modified General Plan policies, no potential significant impacts would result from the CAAP; thus, there are no new mitigation measures recommended.

Table 6, *Comparison of the Certified PEIR Relative to the Project*, provides a brief summary of the analysis and the conclusions in the Certified PEIR compared with the potential environmental impacts of the Project. The General Plan PEIR was certified in 2011; however, the analysis in Table 6 is structured using Appendix G from the 2022 CEQA Guidelines, to ensure that all necessary issues are addressed consistent with the current guidelines. In some cases, the revisions to the Guidelines were enough to clarify the potential impact question. In addition, some sections were added to the Guidelines, such as energy (which was evaluated in the certified PEIR) and wildfires. These new Appendix G topics are included in Table 6. With regard to transportation, as of July 1, 2020, LOS-based metrics to evaluate automobile congestion are no longer considered valid methodologies for analyzing traffic impacts under CEQA. Rather, CEQA requires transportation analysis to focus on vehicle miles traveled (VMT). Accordingly, Table 6 examines VMT as a potential impact.

Overall, the changes in circumstances that have occurred since preparation of the certified PEIR would not result in new significant impacts or substantial increases in the severity of previously identified significant impacts. No other additional information of substantial importance was found that would require major revisions to earlier analyses or a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines.

A. Conclusion Regarding Addendum as an Appropriate Mechanism

Section 15162 of the CEQA Guidelines provides direction on when a Subsequent EIR is necessary. Section 15162(a)(1) and (2) state that a Subsequent EIR would be required if: 1) substantial changes are proposed in the project or 2) substantial changes occur with respect to the circumstances under which the project is undertaken, either of which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, Section 15162(a)(3) states that a Subsequent EIR should be prepared if mitigation measures or alternatives previously considered infeasible, or that are considerably different, would substantially reduce the significant impacts of the project, and if the project proponents declined to adopt the new measures.

As described in detail herein, this analysis confirms that no major revisions to the prior CEQA documents completed for the General Plan Planning Area are required as the CAAP would not result in any new significant environmental impacts or substantially more severe significant impacts when compared to the impacts previously disclosed in the certified PEIR.

This Addendum also evaluates whether changes in circumstances surrounding the Project or new information of substantial importance would cause new significant environmental effects or a substantial increase in the severity of such effects beyond what was identified in the earlier CEQA documents. The evaluation of changes in circumstances and new information is focused on whether changes of substantial importance have occurred to environmental conditions on the site and in the area, or to applicable plans, policies or regulations, which result in new significant environmental impacts. No substantial changes to the environmental setting of the Planning Area have been identified since the preparation of the certified PEIR. The built-out nature of the Planning Area remains generally as described in the General Plan PEIR. No other additional information of substantial importance, which would require major revisions to earlier analyses that would warrant preparation of a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines, has been found.

As shown in this Addendum, the CAAP would not result in new significant impacts or substantially more severe significant project or cumulative impacts for any of the environmental topics addressed by the Certified EIR. Accordingly, a Subsequent EIR would not be required to address these changes to the General Plan pursuant to Section 15162 of the CEQA Guidelines and

pursuant to Sections 15162 and 15164 of the CEQA Guidelines. Therefore, this Addendum is the appropriate document under CEQA for addressing the impacts of the CAAP.

The support for this finding is provided in **Table 6, Comparison of the CAAP Relative to the Certified PEIR**. Table 6 covers the issues in Appendix G of the CEQA Guidelines to ensure that a thorough analysis consistent with the Certified PEIR is provided. The Certified PEIR Impacts column in Table 6 summarizes the analysis contained in the Certified PEIR that was prepared for the 2030 General Plan buildout. The CAAP Impacts column contains the analysis of the potential impacts that could occur from the implementation of the CAAP.

VI. References Cited

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