

**PLANNING COMMISSION  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Rogelio Solis, Assistant Planner

**DATE:** November 7, 2024

**SUBJECT:** **Project Name: AT&T Mono-Eucalyptus Tower;** Planning and Zoning Permit No. 23-530-04 (Special Use Permit - Wireless) Property located at 2101 West Vineyard Avenue (APN: 179-0-040-635).

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

- a. Find the project Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15303 Class 3 (New Construction); and
- b. Adopt Resolution 2024-XX approving Planning and Zoning Permit No. 23-530-04 (Special Use Permit Wireless), subject to certain findings and conditions.

**2) Project Description and Applicant:** A request to construct a 44-foot tall wireless communication stealth facility designed to resemble a eucalyptus tree with an associated ground equipment enclosure within a 324 square-foot lease area of a 7.36 acre property developed with an existing hotel, located at 2101 West Vineyard Avenue, within the General Commercial Planned Development (C-2-PD) zone within the Northwest Community Specific Plan (NCSP). The application includes a request for a height 9 feet above the existing 35-foot height limit within the General Commercial Zone (C-2) pursuant to Article 16, Section 16-108 of Oxnard City Code, which allows height increases through approval of a special use permit (“**the Project**”). Filed by designated agent John McDonald, Eukon Group, 65 Post Suite 1000, Irvine, CA 92618 on behalf of AT&T Mobility (“**Applicant**”), on behalf of the property owner Cavort Properties LP, 20342 SW Acacia Street, Newport Beach, CA 92660.

**3) Existing & Surrounding Land Uses:** The 320,601 square-foot parcel (7.36 acres) is currently occupied by an existing hotel. The subject property is developed with a two-story, 250-room hotel with conference and restaurant facilities as well as surface parking lot and a few electrical/utility boxes. The following table summarizes the land uses and zoning designation of the project site and adjacent properties.

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| LOCATION                                | ZONING                                                                                | GENERAL PLAN                 | EXISTING LAND USE         |
|-----------------------------------------|---------------------------------------------------------------------------------------|------------------------------|---------------------------|
| Project Site<br>(2101 W. Vineyard Ave.) | General Commercial - Planned Development (C-2-PD) (Northwest Community Specific Plan) | Commercial Community (CC)    | Hotel                     |
| North                                   | Community Reserve (C-R)                                                               | Park (PRK)                   | Golf Course               |
| South                                   | Single-Family Residential - Planned Development (R-1-7-PD)                            | Residential Low (RL)         | Single-Family Residential |
| East                                    | Multi-Family Residential - Planned Development (R-2-PD)                               | Residential Low Medium (RLM) | Single-Family Residential |
| West                                    | Community Reserve (C-R)                                                               | Park (PRK)                   | Golf Course               |

- 4) **Background:** The Planning Commission approved Special Use Permit (SUP) No. 1140 with Resolution No. 6846, on January 9, 1986 for the development of the two-story, 250-room hotel with conference and restaurant facilities on a 7.36 acre parcel. Several minor modification permits have been approved for various signage and architectural changes to the hotel, as well as a previous wireless special use permit. On May 16th, 2023, the current wireless special use permit was applied for.
- 5) **Environmental Determination:** The transmissions of wireless radio signals are governed by the operating and permitting standards of the Federal Communications Commission (FCC). The Applicant has provided an electromagnetic frequency (EMF) report, which provides that the Project will operate in compliance with the FCC standards for public exposure (Attachment C).

In accordance with § 15303, Class 3 of the State CEQA Guidelines, projects involving “the construction of new, small facilities or structures” may be found to be exempt from the requirements of the California Environmental Quality Act (CEQA). This proposal includes the construction of a stealth wireless communications facility within an existing landscaped area, a 324 square foot equipment enclosure (18’ x 18’) and a 20 square foot wireless tower for a total of 344 square-feet. The facility is designed as a faux eucalyptus tree, therefore it



will be a stealth facility that disguises the wireless tower elements from view from the surrounding development. This Project proposes to construct a wireless communication facility and associated equipment at an existing hotel, and such construction will have less bulk and less environmental impact than many facilities expressly exempted from CEQA. No environmental sensitive areas are on or adjacent to the developed property. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and recommends that the Planning Commission accept the Notice of Exemption (Attachment D).

## 6) Analysis:

- a. **General Discussion and Siting:** The tower is west of Ventura Road and north of Vineyard Avenue with both roadways being designated by the 2030 General Plan as Scenic Corridors. Per Oxnard City Code Section 16-488(D)(4) a wireless facility may be approved within 500' of a Scenic Highway, if the tower can be determined to be a stealth facility. Staff has determined that the proposed faux eucalyptus is in accordance with the branch plan and designs for the faux eucalyptus tree that were submitted would qualify it as a stealth facility, in tandem with additional landscaping to help blend the tree into the nearby surroundings. The landscaping would be in the form of shrubs and vines along the south property line to help screen the proposed equipment enclosure. The Project is within a landscaped area near the front of the property of an existing hotel. The premises for the tower and equipment enclosure is separated into two separate areas that are a total of 344 square feet. This consists of 20 square feet for the wireless tower and a 324 square foot area (18' x 18') that will contain a ciena box, a surge suppressor, a back-up power generator with a gas diesel tank, two power plant battery cabinets, two stacked purcell cabinets, and 6 conduit stub-ups. The project is accessed through the parking lot from Vineyard Avenue. No parking spaces will be lost to the addition of the tower or equipment enclosure.

The design of the eucalyptus tower features synthetic branches, bark, and leaves to disguise the facility as a eucalyptus tree. Eucalyptus trees, while an invasive tree from Australia, are very abundant around the city and throughout settled areas of California. Therefore, eucalyptus is an acceptable camouflage choice. The synthetic eucalyptus mimics the real tree's abundant year round cover of leaves, effectively screening equipment and antennas. The faux bark will give the tree a more realistic look and the existing landscaping will help blend the tree into the surroundings. Multiple conditions of approval require that the faux eucalyptus and its branches be maintained to adequately camouflage the proposed and future wireless equipment for the life of the tower. There is a combination of existing and proposed landscaping that will help the eucalyptus tower and its ancillary equipment further blend in. There are a total of 7 existing trees split into two species that are within the landscape area containing both the tower and equipment enclosure. There are also approximately 24 shrubs and 6 vines that will be planted around the equipment enclosure to help screen the fence that is screening the ancillary equipment.

- b. General Plan Consistency:** The 2030 General Plan identifies the land use for the subject property to be Commercial Community, which would be a suitable zone for the placement of a wireless tower. The following table demonstrates further consistency with the general plan through specific policies:

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).

| POLICY   | LEVEL | POLICY OR TITLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | EXPLANATION                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ICS-18.1 | I     | <b>Telecommunications Services</b><br>Work with telecommunications providers to ensure residents and businesses have access to telecommunications services, including broadband service. to maximize access to inexpensive telecommunications services, the City shall encourage marketplace competition from multiple service providers..                                                                                                                                                                                                                                                                                                                                                      | Construction of this facility will fill a significant gap in AT&T Wireless's coverage in this area of the city and provide better signal for nearby businesses, residents, and emergency response vehicles.                                                                                                                                                                                                                               |
| ICS-18.3 | I     | <b>Wireless Telecommunications</b><br>Encourage wireless providers to meet the following conditions, to the maximum extent feasible: <ul style="list-style-type: none"> <li>• Incorporate best available technology;</li> <li>• Locate away from residential and open space areas;               <ul style="list-style-type: none"> <li>• Not be visible from public rights-of-way and local and State scenic highways;</li> </ul> </li> <li>• When possible, locate on existing buildings, existing poles, or other existing support structures; and</li> <li>• Incorporate well-designed stealth techniques that disguise the facility from the point of view of nearby residents.</li> </ul> | The project is designed to resemble a eucalyptus tree. The project is located in a commercial zone and has a significant setback from nearby residential areas. The landscape and heavy screening of the antenna itself disguises the facility from area workers, visitors and motorists. The applicant claimed in their site selection analysis that there were no nearby towers to collocate on and achieve their target coverage area. |

- c. **Conformance with the Zoning Designation:** The proposed development is located in the General Commercial zone within the Northwest Community Specific Plan. The proposed facility would be located adjacent to Vineyard Avenue, which the 2030 General Plan designates as a Scenic Highway. Due to its close proximity to a Scenic Highway and residential areas, it must be significantly screened.

The proposed facility is considered a stealth facility because the structure is heavily camouflaged to not appear as a wireless facility and therefore is allowed by Oxnard City Code (See OCC § 16-488-492). The synthetic branches, antenna socks, and faux bark of the wireless facility give it the appearance of a eucalyptus tree, as will multiple trees that are currently located near the proposed facility. The project is proposed at 44 feet in height, 9 feet above the 35 foot height requirement for the General Commercial Zone. Pursuant to Article 16, Section 16-137 of Oxnard City Code, the Planning Commission can approve of a height increase with the approval of a special use permit. The applicant's justification is the additional height is to be able to have the antennae at an effective level for quality service, make the tower collocate-able, and the protrusion of the screening elements extending 5 feet above the antennae and tower pole. Applicable development standards of the General Commercial Zone have been compared with the proposed project, as follows:

| Development Standard | General Commercial Standard Per NCSP | Proposed | Complies?     |
|----------------------|--------------------------------------|----------|---------------|
| Maximum Height       | 35 feet                              | 44 feet  | Yes, with SUP |
| Front yard setback   | 30 feet                              | 49 feet  | Yes           |
| Side yard setback    | 5 feet                               | 447 feet | Yes           |
| Rear yard setback    | 0 feet                               | 353 feet | Yes           |

In addition to being subject to the development standards of the C-2 zone, the proposed wireless communications facility is subject to the Wireless Communications Facilities development standards (§16-492). The development standards have been compared with the proposed project as follows:

| DEVELOPMENT STANDARD       | WIRELESS STANDARD                         | PROPOSED | COMPLIES?                                      |
|----------------------------|-------------------------------------------|----------|------------------------------------------------|
| Maximum height (§16-492.A) | 35 feet, unless otherwise specified by PC | 44 feet  | Yes, with SUP approval pursuant to OCC 16-108. |

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|                                          |                                                                                              |                                                                                            |                                 |
|------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|---------------------------------|
| Setbacks<br>(§16-492.B)                  | Shall comply with the zoning, unless specified by PC up to a 25% reduction.                  | Centerline of the monopole is over 15' from every boundary.                                | Yes                             |
| Separation<br>(§16-492.C)                | None required for stealth facilities                                                         | Facility is stealth.                                                                       | Yes                             |
| Location<br>(§16-492.D)                  | No restrictions for stealth facilities                                                       | Facility is stealth.                                                                       | Yes                             |
| Landscaping and Screening<br>(§16-492.E) | Existing trees shall be preserved to the extent feasible                                     | Project will preserve the existing landscaping and provide additional landscaping as well. | Yes                             |
| Design<br>(§16-492.F.1)                  | If within 500 ft of scenic highway, shall be stealth                                         | Facility is within 500 feet from a scenic highway and is a stealth facility.               | Yes                             |
| Design<br>(§16-492.F.3)                  | Equipment shall be located within enclosure                                                  | Equipment will be located within an enclosure.                                             | Yes<br>(Condition #29)          |
| Lights<br>(§16-492.G)                    | Facility shall not be lighted unless required by the FAA or for security and safety lighting | Facility is not lighted except for maintenance and security lighting.                      | Yes<br>(Conditions #25 and #61) |
| Security<br>(§16-492.H)                  | Emergency phone numbers shall be posted                                                      | Emergency phone numbers will be posted.                                                    | Yes<br>(Condition #59)          |
| FCC Compliance<br>(§16-492.I)            | Radio Frequency emissions report required                                                    | Radio Frequency emissions report submitted.                                                | Yes<br>(Conditions #43)         |
| Co-location<br>(§16-492.J)               | A tower that is modified or rebuilt for co-location may not exceed 16 feet                   | Co-location is not proposed at this time.                                                  | N/A                             |

|                                             |                                                                                                 |                                                                                                                                                                  |                                          |
|---------------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
|                                             | over the allowed height for the zone                                                            |                                                                                                                                                                  |                                          |
| Antennae Attached to Structures (§16-492.K) | Attached antennae shall be compatible with the structure, located to minimize their visibility. | Antennae are disguised by paint and antenna socks that will blend the color with the branches that will be extending beyond the antennae for further camouflage. | Yes, (Conditions #31, #34, #35, and #52) |

- d) **Site Design:** The proposed communications facility will be constructed on an engineered foundation. The trunk of the tree will be covered in faux bark to resemble that of a eucalyptus tree. The eucalyptus tree branches will extend from the trunk between the 15-foot height level and the 44-foot height level at a minimum density of 3.30 branches per foot and protrude at least 12 inches beyond any antennae and support equipment. At the 22-foot height level, three arrays will protrude from the trunk. Each array will have multiple antennas. The height of the tree can support co-location, which will allow the attachment of future antennae at other heights of the tower. The equipment will be disguised within the eucalyptus tree branches that are filled with faux leaves as well as the equipment being further disguised through paint and antenna socks. The ancillary equipment will be constructed within an equipment enclosure. The equipment enclosure will contain a ciena box, a surge suppressor, a back-up power generator with a gas diesel tank, two power plant battery cabinets, two stacked purcell cabinets, and 6 conduit stub-ups. The equipment enclosure is on a concrete pad and protected by an 8' tall cmu wall with a chain-link security topper that is to match the existing buildings.
- e) **Circulation and Parking:** The project property has multiple access driveways from Vineyard Avenue that lead to the parking lot near the landscaped area containing the tower and the equipment. The addition of the equipment enclosure and tower will not reduce the existing parking nor will it further impact existing circulation or access to the project site.
- f) **Height:** The proposed facility is designed with a maximum height of 44 feet. The maximum height of 44 feet is 9 feet above the maximum allowed height within the General Commercial Zone (35 feet), and is approximately a 25% increase in height. Per OCC Section 16-137, the Planning Commission can approve a height increase with the approval of a Special Use Permit. The target area is surrounding the intersection of Vineyard Avenue and Ventura Road. At the proposed broadcast center height of 39 feet, the majority of the area can be well covered and is tall enough to allow for co-location of antennae for other wireless service providers at an adequate height to efficiently close a coverage gap. Thus, the proposed 39

foot broadcast center height is recommended as the minimum height required to provide coverage for the area and still provides the necessary screening to classify it as a stealth facility.

- g) **Landscaping and Open Space:** The project site features an abundance of existing landscaping near the front of the property. The project is proposing to maintain the existing landscaping, as well as provide additional landscaping to further screen the equipment enclosure. There are currently seven trees near the proposed project area of two distinct species. Thus, the proposed 44-foot tall faux eucalyptus tree is anticipated to be compatible with the surrounding landscaping.
  - h) **Noise:** The proposed communications facility will generate noise from the equipment cabinet located within the equipment enclosure. The equipment cabinet will generate a slight humming noise similar to a personal computer, and will be audible only when adjacent to the cabinet. The permit is conditioned to limit testing to daytime hours (Attachment E). The noise from the equipment will be softened by the enclosure surrounding the equipment, as well as due to its proximity from the property boundaries. There are no noise sensitive uses within proximity to the communications facility as this is a commercial zone. Regardless, given typical sound attenuation levels, the noise from the equipment cabinet will be below allowed noise levels (65dBA, per City Code §7-185.A). Thus, the proposed communications facility will not create significant noise impacts.
  - i) **Health and Safety:** The transmission of wireless radio signals are governed by operating standards of the Federal Communications Commission (FCC). The applicant submitted a Radio Frequency Compliance Report (Attachment C) evaluating the emissions of the proposed communications facility. The report demonstrates that based on predictive modeling, there are no areas that exceed the FCC's General Public and Occupational limits. All areas of concern extend into free space. At ground level the maximum radio frequency emission is estimated to be approximately 6.28% of the FCC's allowable limit for General Population exposure to radio frequency emissions and 1.26% of the FCC's allowable Occupational limit. Thus, the site is designed and conditioned to be compliant with the FCC exposure guidelines.
  - j) **Equipment Enclosure:** The associated 8-foot high, 324 square-foot (18' x 18') cmu wall enclosure will surround the equipment area. The enclosure will match the surrounding buildings and will include a chain-link security topper. The enclosure will provide necessary screening by way of the proposed block wall as well as additional landscaping.
- 7) **Development Advisory Committee:** The Project was reviewed by necessary members of the Development Advisory Committee (DAC) including the Fire Department and Development Services for conditions. These conditions of approval from DAC are included in the attached resolution.
- 8) **Community Workshop and Public Input:** A Community Workshop was held on September

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16, 2024 for this project. During the workshop, we received questions in regards to how the project would benefit the community, would the tower allow for other providers to colocate and lastly when the tower would be operational. Construction of this facility will fill a significant gap in AT&T Wireless's coverage in this area of the city and provide better signal for nearby businesses, residents, and emergency response vehicles. Additionally, all new monopoles are conditioned to allow other providers to colocate on the same tower, if feasible. The operability of the tower would be dependent on the project's approval and how quickly the applicant can obtain building permits.

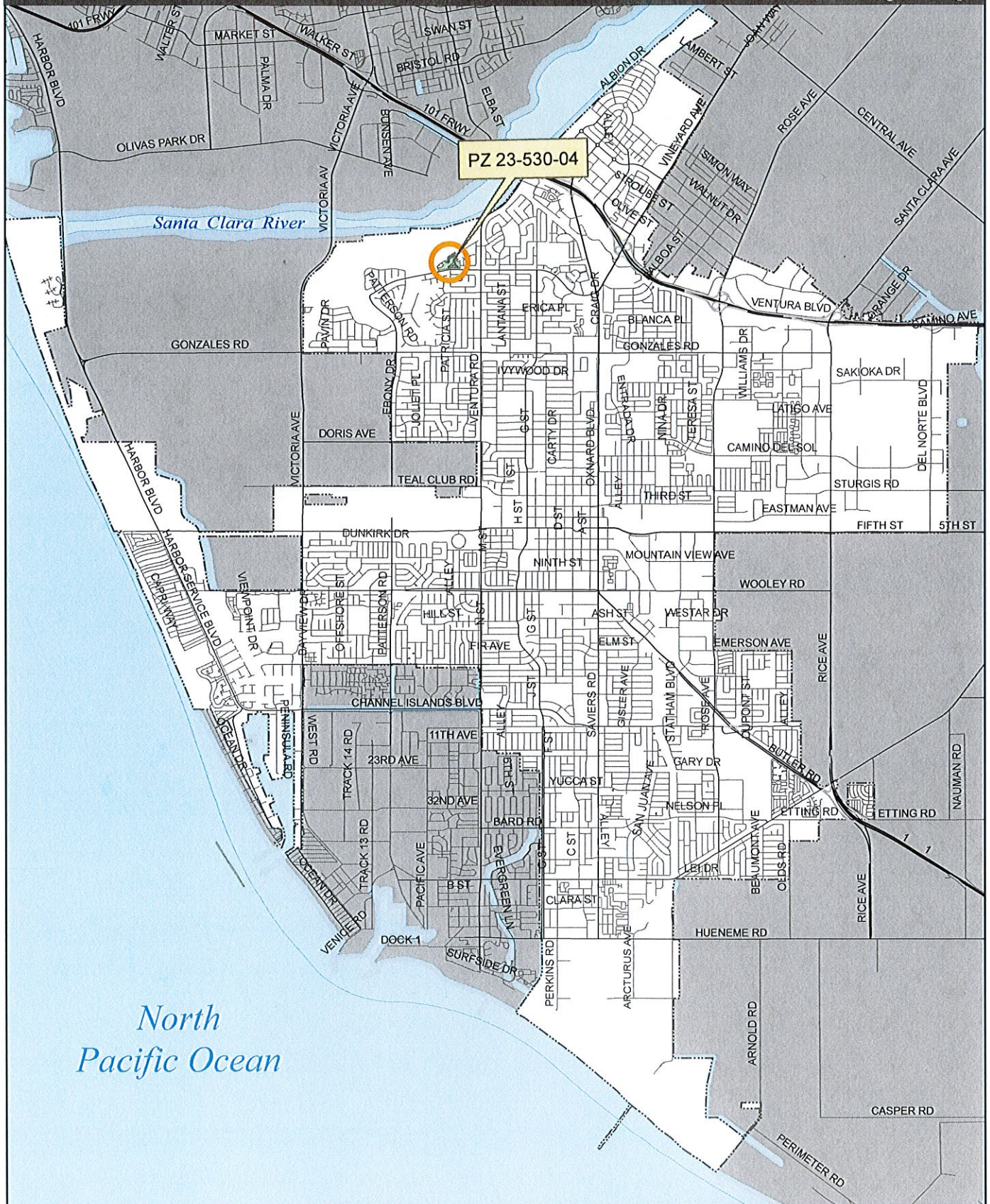
- 9) Appeal Procedure:** Pursuant to § 16-545 of the City Code, the Planning Commission's action may be appealed to the City Council within 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period.

**Attachments:**

- A. Maps (Vicinity, General Plan, Zoning)
- B. Project Plans
- C. Electromagnetic Fields Report
- D. Notice of Exemption
- E. Planning Commission Resolution
- F. Propagation Maps
- G. Staff Presentation



## Vicinity Map



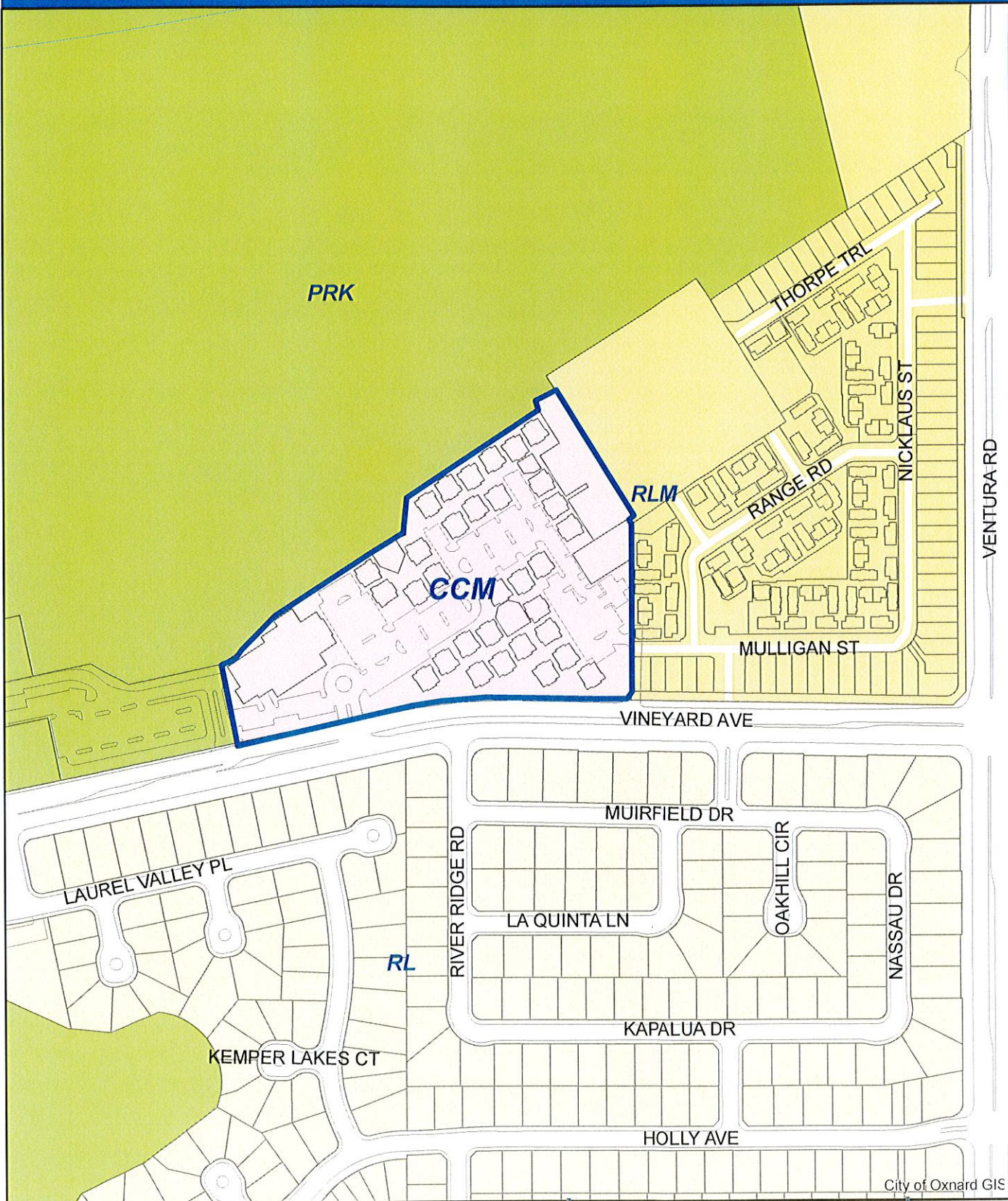


# Aerial Map



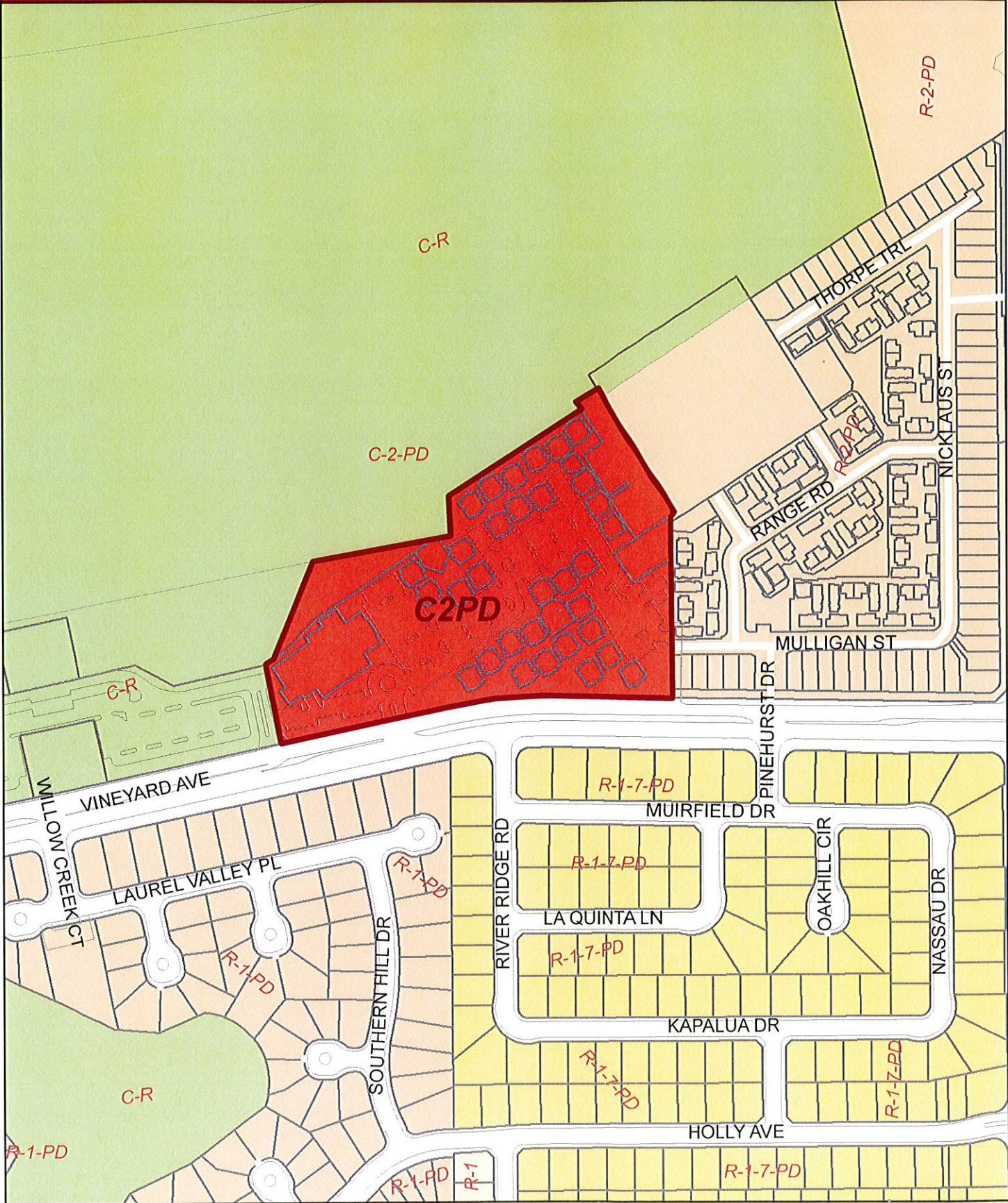


# 2030 General Plan Land Use Map



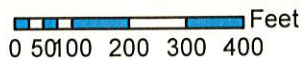
City of Oxnard GIS





Oxnard Planning  
October 16, 2024

PZ 23-530-04  
Location: 2101 W Vineyard Av  
APN: 1790040635



Zoning/Specific Plan Map

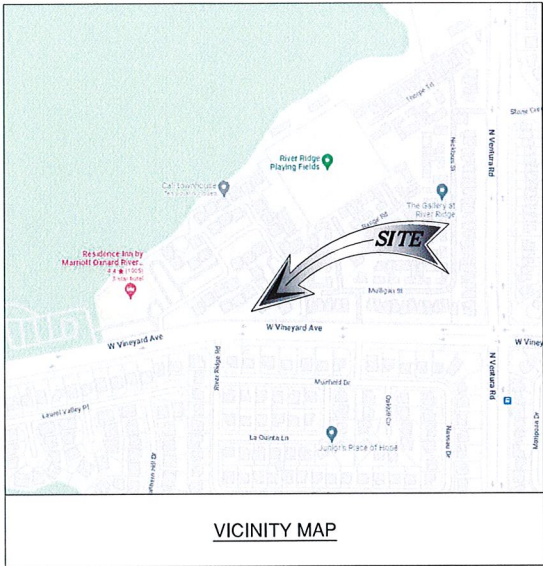


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APN  
1790-040-635  
**SITE ADDRESS**  
2101 W. VINEYARD AVE., OXNARD, CA 93036

**TITLE REPORT**  
TITLE REPORT WAS PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY WITH ORDER NUMBER 92020447-920-CMM-CM8 AND GUARANTEE NUMBER CA-SFXFC-IMP-81G28-1-23-92020447 DATED MARCH 28, 2023.

**BASIS OF BEARING**  
BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM CALIFORNIA STATE PLANE COORDINATE ZONE FIVE, DETERMINED BY GPS OBSERVATIONS.

**BENCHMARK**  
ELEVATIONS ARE BASED ON CRTN (CSRC) NETWORK BROADCAST COORDINATES.

**FLOODZONE**  
SITE IS LOCATED IN FLOOD ZONE "X" AS PER F.I.R.M. MAP NO. 06111C0902F EFFECTIVE DATE 01/29/2021.

- NOTES:**
- THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP. THE PROPERTY LINES AND EASEMENTS SHOWN HEREON ARE FROM RECORD INFORMATION AS NOTED HEREON. CELLSITE CONCEPTS TRANSLATED THE TOPOGRAPHIC SURVEY TO RECORD INFORMATION USING FOUND MONUMENTS SHOWN HEREON. THE LOCATION OF PROPERTY LINES SHOWN HEREON ARE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT TO BE RELIED UPON AS THE ACTUAL BOUNDARY LINES.
  - ANY CHANGES MADE TO THE INFORMATION ON THIS PLAN, WITHOUT THE WRITTEN CONSENT OF CELLSITE CONCEPTS, RELIEVES CELLSITE CONCEPTS OF ANY AND ALL LIABILITY.
  - THE HEIGHTS AND ELEVATIONS FOR THE TREES, BUSHES AND OTHER LIVING PLANTS SHOWN HEREON, SHOULD BE CONSIDERED APPROXIMATE (+/-) AND ONLY FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED AS A GENERAL REFERENCE AND SHOULD NOT BE USED FOR DESIGN PURPOSES.
  - WRITTEN DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED & SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE SURVEYOR PRIOR TO COMMENCEMENT OF ANY WORK.
  - FIELD SURVEY COMPLETED ON MARCH 29, 2023.

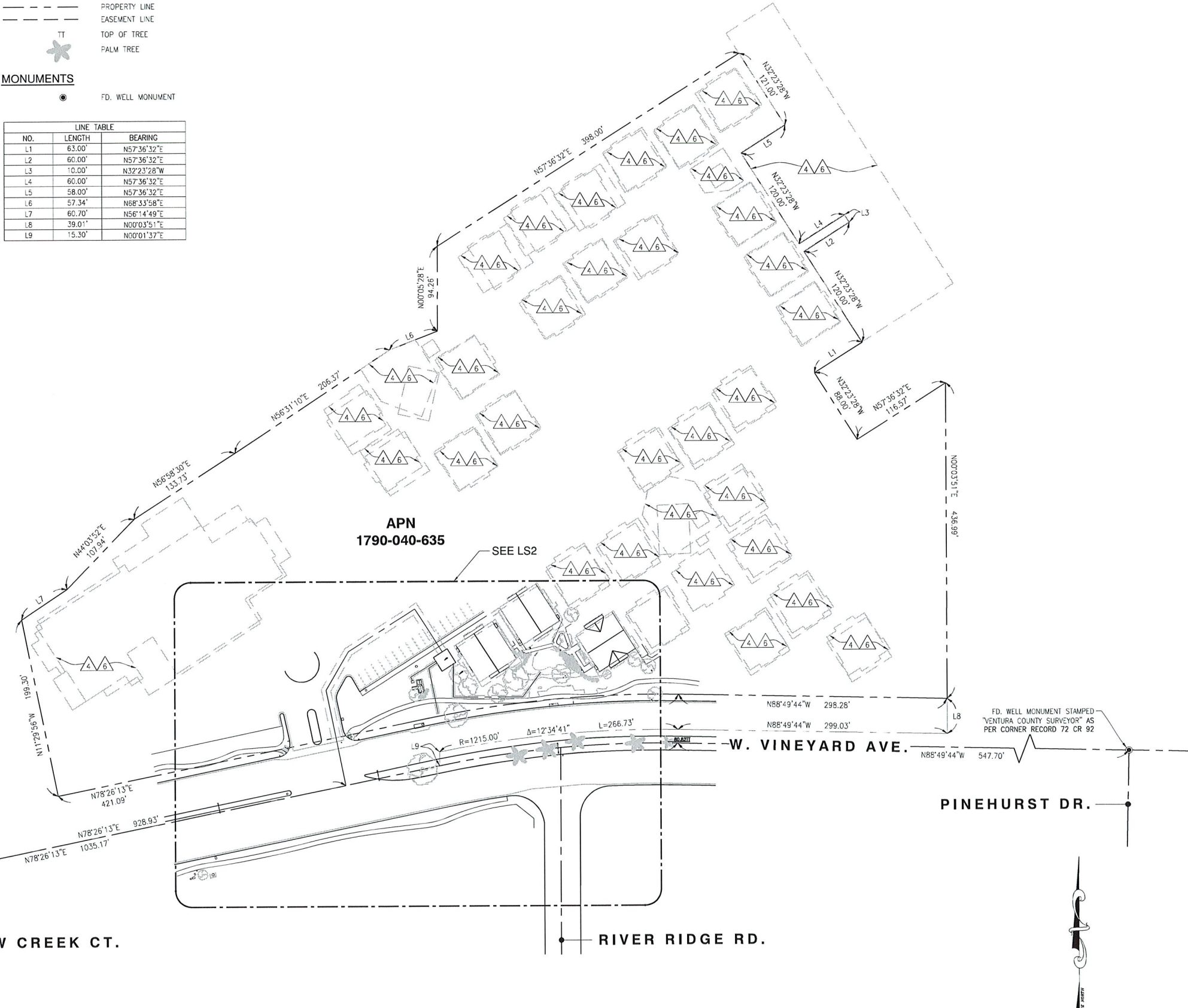
**LEGEND**

— CENTER LINE  
- - - PROPERTY LINE  
- - - EASEMENT LINE  
TT TOP OF TREE  
★ PALM TREE

**MONUMENTS**

● FD. WELL MONUMENT

| LINE TABLE |        |             |
|------------|--------|-------------|
| NO.        | LENGTH | BEARING     |
| L1         | 63.00' | N57°36'32"E |
| L2         | 60.00' | N57°36'32"E |
| L3         | 10.00' | N32°23'28"W |
| L4         | 60.00' | N57°36'32"E |
| L5         | 58.00' | N57°36'32"E |
| L6         | 57.34' | N68°33'58"E |
| L7         | 60.70' | N56°14'49"E |
| L8         | 39.01' | N00°03'51"E |
| L9         | 15.30' | N00°01'37"E |



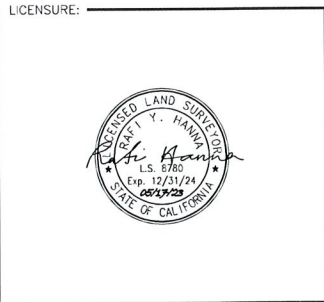
PROPERTY LINES DERIVED FROM  
TRACT NO. 5032 BK. 145 PG. 7-12  
TRACT NO. 4405-2 BK. 119 PG. 68-73  
DATED DECEMBER 26, 2001  
DATED APRIL 23, 1990



| REV | DATE       | DESCRIPTION        |
|-----|------------|--------------------|
| 2   | 05/17/2023 | FINAL SURVEY       |
| 1   | 04/04/2023 | PRELIMINARY SURVEY |

ISSUED DATE:  
**MAY 17, 2023**

ISSUED FOR:  
**FINAL SURVEY**



PROJECT INFORMATION:  
**CSL05861**  
2101 W. VINEYARD AVE.,  
OXNARD, CA 93036

DRAWN BY: MJG  
CHECKED BY: RH

SHEET TITLE:  
**TOPOGRAPHIC SURVEY**

SHEET NUMBER:  
**LS-1**





16885 VIA DEL CAMPO CT., SUITE 318  
SAN DIEGO, CA 92127  
tel: (858) 432-4112 / (858) 432-4257

|     |            |                    |
|-----|------------|--------------------|
| 2   | 05/17/2023 | FINAL SURVEY       |
| 1   | 04/04/2023 | PRELIMINARY SURVEY |
| REV | DATE       | DESCRIPTION        |

ISSUED DATE: MAY 17, 2023

ISSUED FOR: \_\_\_\_\_

FINAL SURVEY

LICENSURE: \_\_\_\_\_



PROJECT INFORMATION: \_\_\_\_\_

CSL05861

2101 W. VINEYARD AVE.,  
OXNARD, CA 93036

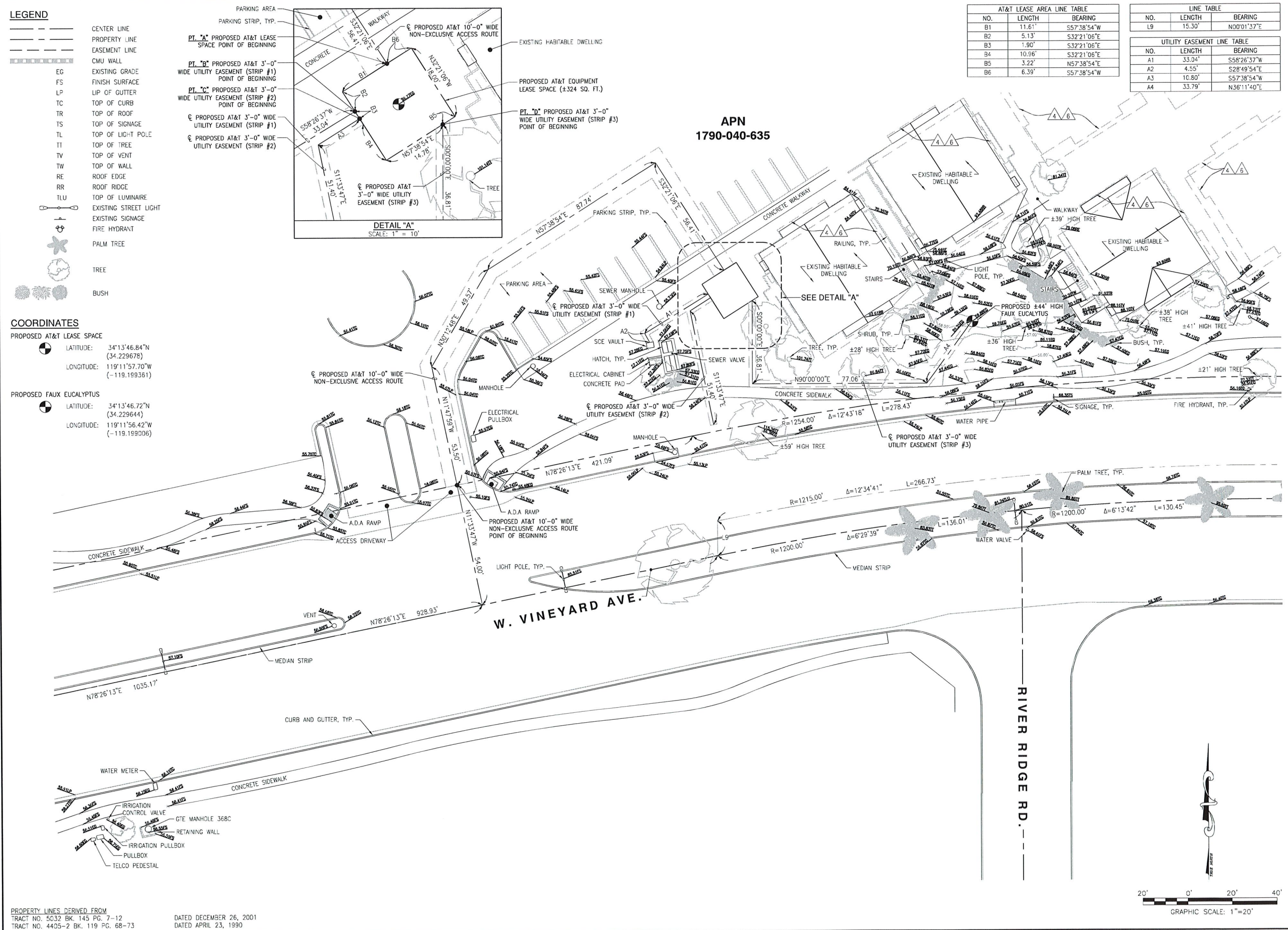
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| CHECKED BY: | RH  |

SHEET TITLE: \_\_\_\_\_

TOPOGRAPHIC  
SURVEY

SHEET NUMBER: \_\_\_\_\_

**LS-2**



PROPERTY LINES DERIVED FROM  
TRACT NO. 5032 BK. 145 PG. 7-12 DATED DECEMBER 26, 2001  
TRACT NO. 4405-2 BK. 119 PG. 68-73 DATED APRIL 23, 1990



LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A:

LOT 1 OF TRACT NO. 5032, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 145, PAGES 7 THROUGH 12 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT FROM A PORTION OF SAID LAND, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN, ON AND UNDER SAID REAL PROPERTY, BUT HOWEVER, WITHOUT THE RIGHT OF SURFACE OR SUBSURFACE ENTRY ABOVE A DEPTH OF 500 FEET MEASURED VERTICALLY FROM THE SURFACE, AS RESERVED IN THE DEED FROM IDA E. SWIFT TO THE CITY OF OXNARD, RECORDED JANUARY 21, 1966 IN BOOK 2932, PAGE 7, OFFICIAL RECORDS.

BY QUITCLAIM DEED RECORDED DECEMBER 20, 1982 AS INSTRUMENT NO. 118506, OFFICIAL RECORDS, THE OWNER OF THE MINERAL RIGHTS RESERVED ABOVE QUITCLAIMED TO THE OWNER OF THE REMAINING FEE INTEREST ALL INTEREST IN THE RECOVERY, SALE OR OTHER USE OR EXPLOITATION OF THE LANDFILL GAS GENERATED FROM THE ANAEROBIC DIGESTION BY METHANOGENIC BACTERIA OF REFUSE AND OTHER SOLID WASTES DEPOSITED IN THE COURSE OF PAST, PRESENT AND FUTURE SANITARY LANDFILL OPERATIONS CONDUCTED AT THE PREMISES ABOVE DESCRIBED, ALSO EXCEPT FROM A PORTION OF SAID LAND ALL OILS, AND MINERALS LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, WITHOUT THE RIGHT TO ENTER UPON THE SURFACE THEREOF, AS RESERVED BY IDA E. SWIFT, TRUSTEE OF THE IDA E. SWIFT TRUST DATED AUGUST 6, 1970, IN DEED RECORDED APRIL 20, 1979 IN BOOK 5372, PAGE 665, OFFICIAL RECORDS.

ALSO EXCEPT FROM A PORTION OF SAID LAND THE INTEREST IN ANY REMAINING PORTION OF MINERALS, COAL, CARBONS, HYDROCARBONS, OIL, GAS, CHEMICAL ELEMENTS AND COMPOUNDS WHETHER IN SOLID, LIQUID OR GASEOUS FORM, AND ALL STEAM AND OTHER FORMS OF THERMAL ENERGY BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF THE ABOVE DESCRIBED LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY, AS RESERVED BY CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS BY DEED RECORDED SEPTEMBER 27, 1985 AS INSTRUMENT NO. 85-107658, OFFICIAL RECORDS.

ALSO EXCEPT FROM A PORTION OF SAID LAND ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, BUT WITHOUT THE RIGHT TO ENTER UPON THE SURFACE OF SAID LAND TO A DEPTH OF 500 FEET BENEATH THE SURFACE OF SAID LAND, BUT WITH THE RIGHT TO DRILL INTO AND THROUGH SAID LAND BELOW A DEPTH OF 500 FEET FROM DRILL SITES LOCATED ON OTHER LANDS IN THE VICINITY OF SAID LAND FOR THE PURPOSE OF EXPLORING FOR, EXTRACTING AND PRODUCING MINERALS, OIL, GAS AND OTHER HYDROCARBON SUBSTANCES FROM SAID LAND AND OTHER LANDS IN THE VICINITY AS TRUSTEE OF THAT CERTAIN TESTAMENTARY TRUST IN THE MATTER OF THE ESTATE OF THOMAS CONNELLY, INSTRUMENT NO. 81-40179, OFFICIAL RECORDS.

ALSO EXCEPT FROM A PORTION OF SAID LAND THE REMAINING OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING IN AND UNDER SAID LAND, WITHOUT THE RIGHT TO ENTER UPON THE SURFACE THEREOF TO A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, AS RESERVED BY STRATHMORE-OXNARD CO., A GENERAL PARTNERSHIP, RECORDED MARCH 2, 1982 AS INSTRUMENT NO. 82-17755 OF OFFICIAL RECORDS.

PARCEL B:

THOSE CERTAIN EASEMENTS CREATED BY GRANT OF EASEMENT DATED AUGUST 21, 1986 AND RECORDED SEPTEMBER 11, 1986 AS INSTRUMENT NO. 86-124502 OF OFFICIAL RECORDS OF VENTURA COUNTY, AS AMENDED BY THAT CERTAIN AMENDMENT TO EASEMENT DATED JULY 20, 1995, AND RECORDED JULY 24, 1995 AS DOCUMENT NO. 95-85776, OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

AN EASEMENT APPURTENANT TO THE DOMINANT TENEMENT IN, OVER, THROUGH AND ACROSS THE SERVIENT TENEMENT, FOR THE PURPOSE OF:

- (i) PEDESTRIAN AND VEHICULAR INGRESS, EGRESS AND ACCESS.
- (ii) PARKING
- (iii) LANDSCAPING, INSTALLATION, MAINTENANCE AND REPAIR
- (iv) MAINTAINING, REPAIRING, RESTORING AND INSTALLING ALL NECESSARY AND ADVISABLE UTILITIES FOR SERVICES TO THE DOMINANT TENEMENT AND
- (v) DRAINAGE PURPOSES

PARCEL C:

APPURTENANT RIGHTS AS DISCLOSED BY THAT CERTAIN DOCUMENT ENTITLED "EASEMENT AGREEMENT", RECORDED JULY 24, 1995 AS INSTRUMENT NO. 95-85777, OF OFFICIAL RECORDS.

PARCEL D:

APPURTENANT RIGHTS AS DISCLOSED BY THAT CERTAIN DOCUMENT ENTITLED "RECIPROCAL PARKING AGREEMENT", RECORDED JULY 24, 1995 AS INSTRUMENT NO. 95-85778, OF OFFICIAL RECORDS.

PARCEL E:

APPURTENANT RIGHTS AS DISCLOSED BY THAT CERTAIN DOCUMENT ENTITLED "CONSENT TO ENCROACHMENT (GAZEBO)", RECORDED AUGUST 21, 1995 AS INSTRUMENT NO. 95-98685, OF OFFICIAL RECORDS.

PARCEL F:

APPURTENANT RIGHTS AS DISCLOSED BY THAT CERTAIN DOCUMENT ENTITLED "CONSENT TO ENCROACHMENT (CART PATH)", RECORDED AUGUST 21, 1995 AS INSTRUMENT NO. 95-98686, OF OFFICIAL RECORDS.

APN: 179-0-040-210

SCHEDULE B (EXCEPTIONS)

- ITEMS A & B ARE TAX RELATED
- ITEMS C & D ARE LIEN RELATED
- ITEMS 1 & 17 ARE RIGHTS RELATED
- ITEMS 8 & 9 ARE MATTERS RELATED
- ITEM 5 IS COVENANTS RELATED
- ITEMS 12 & 14 ARE DEED RELATED
- ITEM 16 IS ASSIGNMENT RELATED
- ITEMS 7, 11 & 13 ARE AGREEMENT RELATED

EASEMENTS:

ITEMS 2, 3 AND 10 ARE NOT PLOTTED. THE EXACT LOCATION AND EXTENT OF SAID EASEMENTS ARE NOT DISCLOSED OF RECORD.

4 MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED: GRANT OF EASEMENT  
RECORDING DATE: SEPTEMBER 11, 1986  
RECORDING NO: 86-124502 OF OFFICIAL RECORDS.  
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

6 MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED: EASEMENT AGREEMENT  
RECORDING DATE: JULY 24, 1995  
RECORDING NO: 95-85777 OF OFFICIAL RECORDS.  
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

10 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE CENTERLINE DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF LOT 38 OF TRACT NO. 5032, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 145, PAGES 7 THROUGH 12 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR NON-EXCLUSIVE ACCESS ROUTE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

A ROUTE TEN (10.00) FEET IN WIDTH LYING FIVE (5.00) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

COMMENCING ON A FOUND WELL MONUMENT STAMPED "VENTURA COUNTY SURVEYOR" AT THE CENTERLINE INTERSECTION OF W. VINEYARD AVENUE AND WILLOW CREEK COURT AS SHOWN ON THAT MAP FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF VENTURA ON SEPTEMBER 17, 2019 IN CORNER RECORD AGENCY INDEX 72 CR 90; THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF W. VINEYARD AVENUE, NORTH 78°26'13" EAST A DISTANCE OF 928.93 FEET; THENCE NORTHWESTERLY LEAVING SAID CENTERLINE OF W. VINEYARD AVENUE, NORTH 11°33'47" WEST A DISTANCE OF 54.00 FEET TO THE TRUE POINT OF BEGINNING OF THIS CENTERLINE;

THENCE NORTH 11°47'59" WEST A DISTANCE OF 53.50 FEET;  
THENCE NORTH 30°12'48" EAST A DISTANCE OF 49.57 FEET;  
THENCE NORTH 57°38'54" EAST A DISTANCE OF 87.74 FEET;  
THENCE SOUTH 32°21'06" EAST A DISTANCE OF 56.41 FEET TO A POINT ON THE NORTHWESTERLY LINE OF THE PROPOSED AT&T LEASE SPACE REFERRED TO HEREINAFTER AS "POINT A", ALSO BEING THE TERMINUS POINT OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID TEN (10.00) FEET WIDE ACCESS EASEMENTS IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL ROUTE AND/OR RIGHT-OF-WAY RECORDS.

SEE NON-EXCLUSIVE ACCESS ROUTE ON SHEETS LS-1 & LS-2.

PROPOSED AT&T LEASE SPACE DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF LOT 38 OF TRACT NO. 5032, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 145, PAGES 7 THROUGH 12 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR AT&T LEASE SPACE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS TO WIT:

BEGINNING AT SAID "POINT A":  
THENCE SOUTH 57°38'54" WEST A DISTANCE OF 11.61 FEET;  
THENCE SOUTH 32°21'06" EAST A DISTANCE OF 5.13 FEET TO A POINT REFERRED TO HEREINAFTER AS "POINT B";  
THENCE SOUTH 32°21'06" EAST A DISTANCE OF 1.90 FEET TO A POINT REFERRED TO HEREINAFTER AS "POINT C";  
THENCE SOUTH 32°21'06" EAST A DISTANCE OF 10.96 FEET;  
THENCE NORTH 57°38'54" EAST A DISTANCE OF 14.78 FEET TO A POINT REFERRED TO HEREINAFTER AS "POINT D";  
THENCE NORTH 57°38'54" EAST A DISTANCE OF 3.22 FEET;  
THENCE NORTH 32°21'06" WEST A DISTANCE OF 18.00 FEET;  
THENCE SOUTH 57°38'54" WEST A DISTANCE OF 6.39 FEET TO THE POINT OF BEGINNING OF THIS PROPOSED AT&T LEASE SPACE.

CONTAINING 324 SQUARE FEET MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE AT&T LEASE SPACE ON SHEET LS-2.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #1):

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF LOT 38 OF TRACT NO. 5032, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 145, PAGES 7 THROUGH 12 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR UTILITY EASEMENT PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

AN EASEMENT FOR POWER UTILITIES THREE (3.00) FEET IN WIDTH LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID "POINT B":  
THENCE SOUTH 58°26'37" WEST A DISTANCE OF 33.04 FEET;  
THENCE SOUTH 28°49'54" EAST A DISTANCE OF 4.55 FEET TO THE TERMINUS POINT OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE UTILITY EASEMENT (STRIP #1) ON SHEET LS-2.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #2):

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF LOT 38 OF TRACT NO. 5032, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 145, PAGES 7 THROUGH 12 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR UTILITY EASEMENT PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

AN EASEMENT FOR FIBER UTILITIES THREE (3.00) FEET IN WIDTH LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID "POINT C":  
THENCE SOUTH 57°38'54" WEST A DISTANCE OF 10.80 FEET;  
THENCE SOUTH 11°33'47" EAST A DISTANCE OF 51.40 FEET TO THE TERMINUS POINT OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE UTILITY EASEMENT (STRIP #2) ON SHEET LS-2.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #3):

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF LOT 38 OF TRACT NO. 5032, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 145, PAGES 7 THROUGH 12 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR UTILITY EASEMENT PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

AN EASEMENT FOR POWER AND FIBER UTILITIES THREE (3.00) FEET IN WIDTH LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID "POINT D":  
THENCE SOUTH 00°00'00" EAST A DISTANCE OF 36.81 FEET;  
THENCE NORTH 90°00'00" EAST A DISTANCE OF 77.06 FEET;  
THENCE NORTH 36°11'40" EAST A DISTANCE OF 33.79 FEET TO THE TERMINUS POINT OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

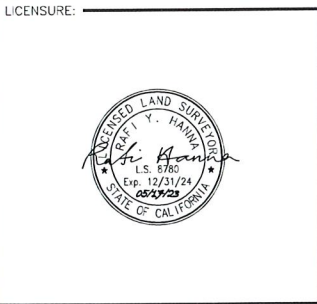
SEE UTILITY EASEMENT (STRIP #3) ON SHEET LS-2.



|     |            |                    |
|-----|------------|--------------------|
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|     |            |                    |
|     |            |                    |
|     |            |                    |
|     |            |                    |
|     |            |                    |
| 2   | 05/17/2023 | FINAL SURVEY       |
| 1   | 04/04/2023 | PRELIMINARY SURVEY |
| REV | DATE       | DESCRIPTION        |

ISSUED DATE: MAY 17, 2023

ISSUED FOR: FINAL SURVEY



PROJECT INFORMATION: CSL05861  
2101 W. VINEYARD AVE.,  
OXNARD, CA 93036

DRAWN BY: MJG  
CHECKED BY: RH

SHEET TITLE: TOPOGRAPHIC SURVEY

SHEET NUMBER: LS-3



- NOTES:
1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
  2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
  3. UTILITY DESIGNS AND ROUTES ARE PRELIMINARY PENDING FINAL DESIGN BY UTILITY PROVIDER.
  4. THIS SITE PLAN IS NOT INTENDED TO BE A LAND SURVEY.



1452 EDINGER AVE.  
3RD FLOOR  
TUSTIN, CA 92780



65 POST, SUITE 1000  
IRVINE, CA 92618  
TEL: (949) 553-8566  
[www.eukongroup.com](http://www.eukongroup.com)

NOT FOR  
CONSTRUCTION

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF THE LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

|           |                       |                 |
|-----------|-----------------------|-----------------|
| DRAWN BY: | UTILITIES CHECKED BY: | A&E CHECKED BY: |
| FR        | GD                    | RB              |

ZONING  
DRAWINGS

| SUBMITTALS |          |                      |
|------------|----------|----------------------|
| REV        | DATE     | DESCRIPTION          |
| A          | 04/21/23 | 90% ZONING DRAWINGS  |
| D          | 06/07/23 | 100% ZONING DRAWINGS |
|            |          |                      |
|            |          |                      |
|            |          |                      |
|            |          |                      |
|            |          |                      |
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|            |          |                      |
|            |          |                      |

PROJECT INFORMATION

CSL05861

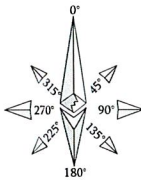
2101 W. VINEYARD AVE.  
OXNARD, CA 93036

SHEET TITLE

SITE PLAN

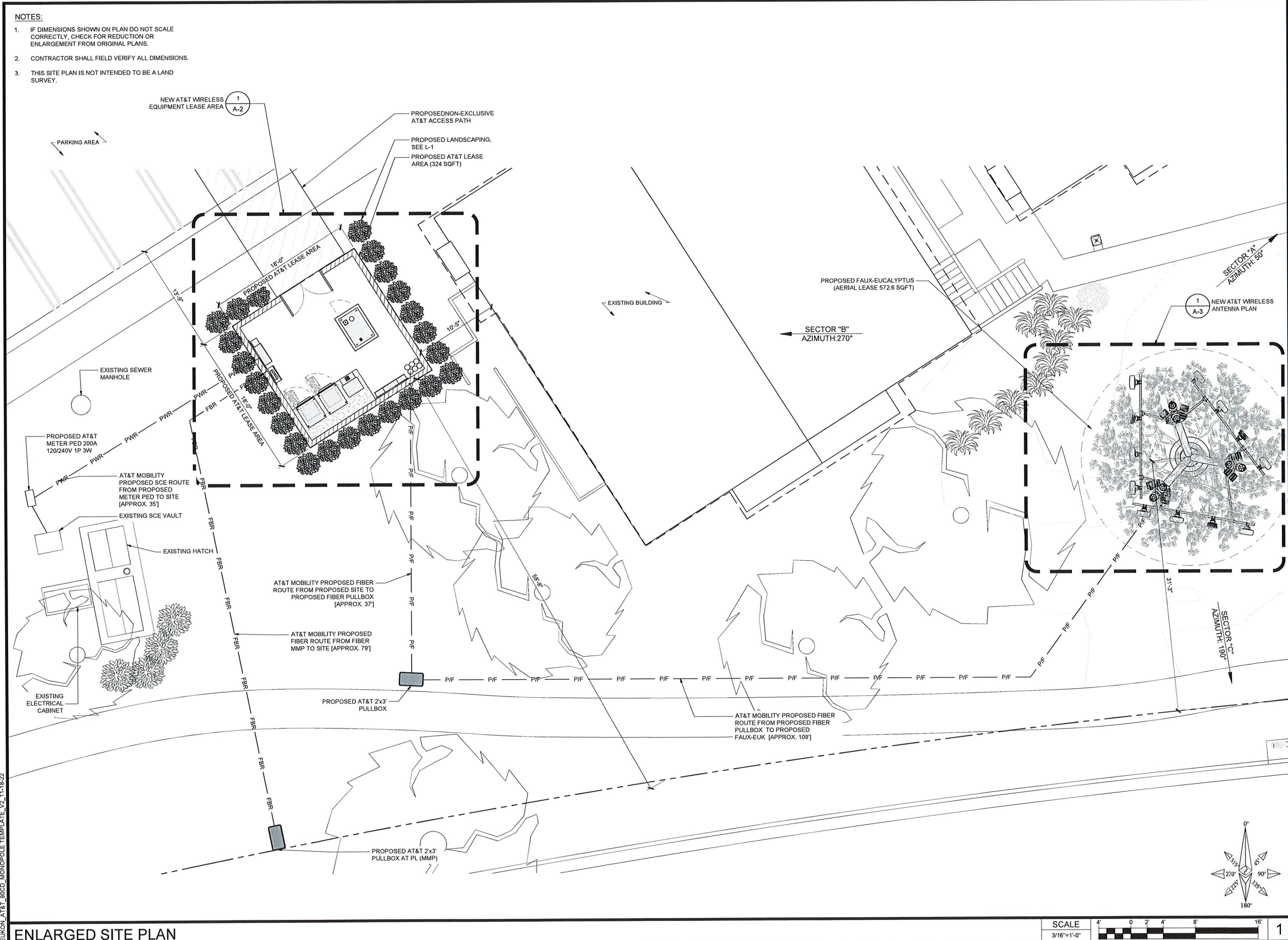
SHEET NUMBER

A-1



|             |     |   |     |     |     |      |   |
|-------------|-----|---|-----|-----|-----|------|---|
| SCALE       | 32' | 0 | 16' | 32' | 64' | 128' | 1 |
| 1/32"=1'-0" |     |   |     |     |     |      |   |





- NOTES:
1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
  2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
  3. THIS SITE PLAN IS NOT INTENDED TO BE A LAND SURVEY.



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|           |             |             |
|-----------|-------------|-------------|
| DRAWN BY: | UTILITIES   | A&E         |
| FR        | CHECKED BY: | CHECKED BY: |
|           | GD          | RB          |

### ZONING DRAWINGS

#### SUBMITTALS

| REV | DATE     | DESCRIPTION          |
|-----|----------|----------------------|
| A   | 04/21/23 | 90% ZONING DRAWINGS  |
| 0   | 06/07/23 | 100% ZONING DRAWINGS |
|     |          |                      |
|     |          |                      |
|     |          |                      |
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|     |          |                      |

#### PROJECT INFORMATION

CSL05861

2101 W. VINEYARD AVE.  
OXNARD, CA 93036

#### SHEET TITLE

ENLARGED SITE PLAN

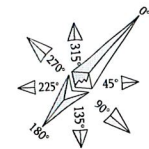
#### SHEET NUMBER

A-1.1

EUKON\_AT&T\_90CD\_MONOPOLE\_TEMPLATE\_V2\_11-18-22



1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS



IT IS A VIOLATION OF LAW FOR ANY PERSON,  
UNLESS THEY ARE ACTING UNDER THE DIRECTION  
OF THE LICENSED PROFESSIONAL ENGINEER,  
TO ALTER THIS DOCUMENT.

# ZONING DRAWINGS

## PROJECT INFORMATION

2101 W. VINEYARD AVE.  
OXNARD, CA 93036

SHEET NUMBER

A-2

NOT USED

|       |   |
|-------|---|
| SCALE | 2 |
| NONE  |   |

## EQUIPMENT PLAN

SCALE  
1/2"=1'-0"



1



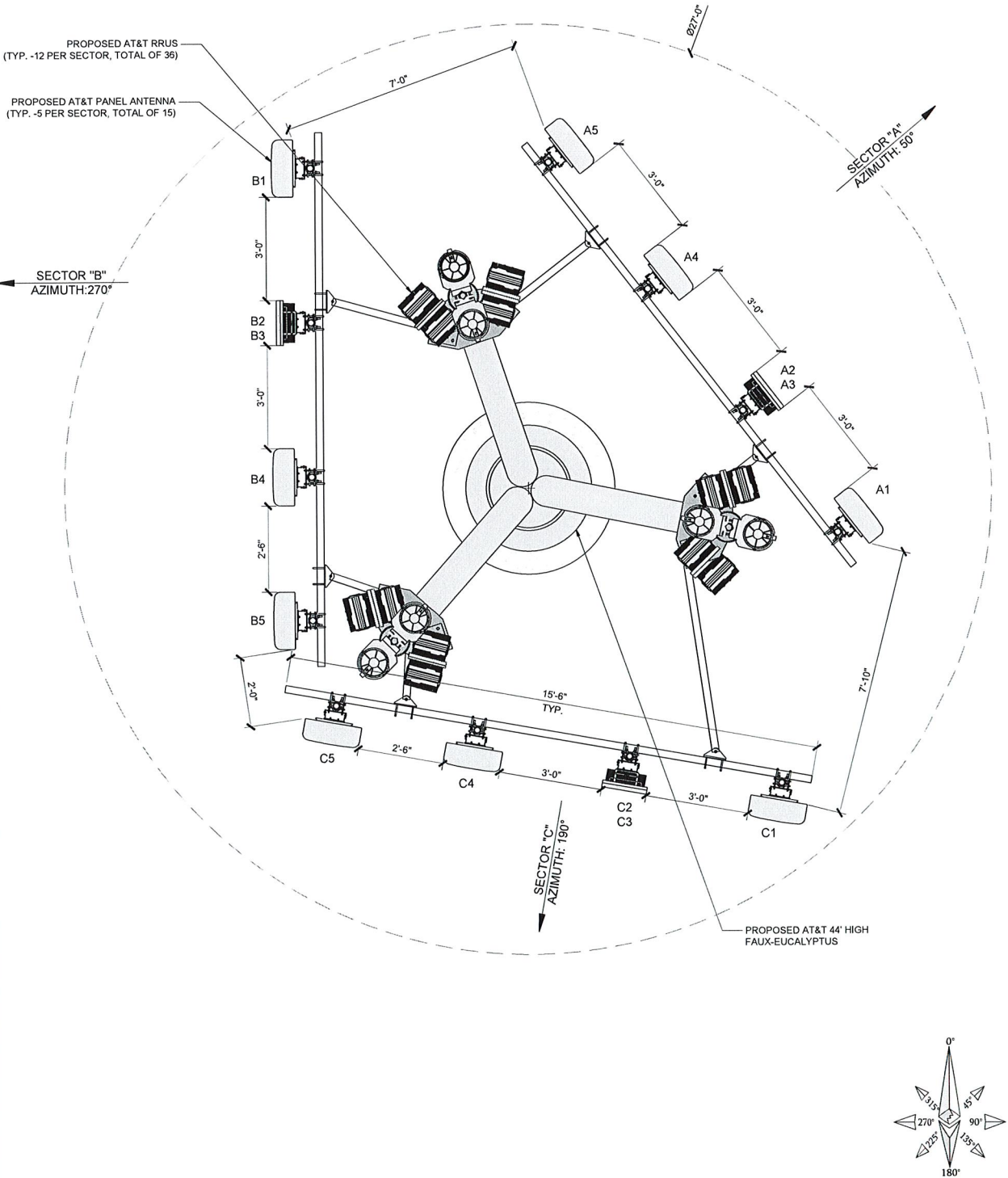
EUKON AT&T\_90CD\_MONOPOLE\_TEMPLATE\_V2\_11-18-22

| ANTENNA SCHEDULE (VERIFY WITH CURRENT RFDS) |            |               |               |                 |            |                    |         |
|---------------------------------------------|------------|---------------|---------------|-----------------|------------|--------------------|---------|
| SECTOR                                      | TECHNOLOGY | ANTENNA MODEL | ANTENNA SIZE  | ANTENNA AZIMUTH | RAD CENTER | TRANSMISSION CABLE |         |
|                                             |            |               |               |                 |            | LENGTH             | QTY.    |
| ALPHA SECTOR                                | A1         | LTE           | PANEL ANTENNA | 6'-0"           | 50°        | 35'-0"             | 187'-0" |
|                                             | A2         | C-BAND        | PANEL ANTENNA | 2'-7"           | 50°        | 37'-10"            | 188'-6" |
|                                             | A3         | C-BAND        | PANEL ANTENNA | 2'-7"           | 50°        | 34'-3"             | 185'-6" |
|                                             | A4         | LTE           | PANEL ANTENNA | 6'-0"           | 50°        | 35'-0"             | 187'-0" |
|                                             | A5         | LTE           | PANEL ANTENNA | 6'-0"           | 50°        | 35'-0"             | 187'-0" |
| BETA SECTOR                                 | B1         | LTE           | PANEL ANTENNA | 8'-0"           | 270°       | 35'-0"             | 187'-0" |
|                                             | B2         | C-BAND        | PANEL ANTENNA | 2'-7"           | 270°       | 37'-10"            | 188'-6" |
|                                             | B3         | C-BAND        | PANEL ANTENNA | 2'-7"           | 270°       | 34'-3"             | 185'-6" |
|                                             | B4         | LTE           | PANEL ANTENNA | 8'-0"           | 270°       | 35'-0"             | 187'-0" |
|                                             | B5         | LTE           | PANEL ANTENNA | 8'-0"           | 270°       | 35'-0"             | 187'-0" |
| GAMMA SECTOR                                | C1         | LTE           | PANEL ANTENNA | 6'-0"           | 190°       | 35'-0"             | 187'-0" |
|                                             | C2         | C-BAND        | PANEL ANTENNA | 2'-7"           | 190°       | 37'-10"            | 188'-6" |
|                                             | C3         | C-BAND        | PANEL ANTENNA | 2'-7"           | 190°       | 34'-3"             | 185'-6" |
|                                             | C4         | LTE           | PANEL ANTENNA | 6'-0"           | 190°       | 35'-0"             | 187'-0" |
|                                             | C5         | LTE           | PANEL ANTENNA | 6'-0"           | 190°       | 35'-0"             | 187'-0" |
| 2 FIBER + 4 DC POWER                        |            |               |               |                 |            |                    |         |

| REMOTE RADIO UNIT SCHEDULE        |          |                                      |                    |                                         |       |    |
|-----------------------------------|----------|--------------------------------------|--------------------|-----------------------------------------|-------|----|
| SECTOR                            | RRU TYPE | RRU LOCATION (DISTANCE FROM ANTENNA) | MINIMUM CLEARANCES |                                         |       |    |
|                                   |          |                                      | ABOVE              | BELOW                                   | SIDES |    |
| ALPHA SECTOR                      | A1       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
|                                   | A1       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
|                                   | A2       | -                                    | -                  | -                                       | -     | -  |
|                                   | A3       | -                                    | -                  | -                                       | -     | -  |
|                                   | A4       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
| BETA SECTOR                       | B1       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
|                                   | B1       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
|                                   | B2       | -                                    | -                  | -                                       | -     | -  |
|                                   | B3       | -                                    | -                  | -                                       | -     | -  |
|                                   | B4       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
| GAMMA SECTOR                      | C1       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
|                                   | C1       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
|                                   | C2       | -                                    | -                  | -                                       | -     | -  |
|                                   | C3       | -                                    | -                  | -                                       | -     | -  |
|                                   | C4       | (2) ERICSSON RRU (LTE)               | ±15'               | 16"                                     | 8"    | 0" |
| SURGE SUPPRESSION SYSTEM SCHEDULE |          |                                      |                    |                                         |       |    |
| SYSTEM                            | MFR.     | PART NUMBER                          | QTY                | LOCATION                                |       |    |
|                                   | RAYCAP   | DC12-48-60-0-25E                     | 3                  | MOUNTED IN PROPOSED EQUIPMENT ENCLOSURE |       |    |
|                                   | RAYCAP   | DC9-48-60-24-8C-EV                   | 6                  | MOUNTED ON PROPOSED FAUX EUCALYPTUS     |       |    |

- NOTES TO CONTRACTOR:
- CONTRACTOR IS TO REFER TO AT&T'S MOST CURRENT RADIO FREQUENCY DATA SHEET (RFDS) PRIOR TO CONSTRUCTION.
  - CABLE LENGTHS WERE DETERMINED BASED ON A VISUAL INSPECTION DURING SITE WALK. CONTRACTOR TO VERIFY ACTUAL LENGTH DURING PRE-CONSTRUCTION WALK.
  - CONTRACTOR TO USE ROSENBERGER FIBER LINE HANGER COMPONENTS (OR ENGINEER APPROVED EQUAL).
  - CONTRACTOR TO USE CABLES SPECIFIED (OR ENGINEER APPROVED EQUAL).

- NOTE:
- IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
  - CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
  - ANTENNA AND MWAT&T SPECIFICATIONS REFER TO ANTENNA SCHEDULE AND TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS.



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|           |                          |                    |
|-----------|--------------------------|--------------------|
| DRAWN BY: | UTILITIES<br>CHECKED BY: | A&E<br>CHECKED BY: |
| FR        | GD                       | RB                 |

ZONING  
DRAWINGS

| SUBMITTALS |          |                      |
|------------|----------|----------------------|
| REV        | DATE     | DESCRIPTION          |
| A          | 04/21/23 | 90% ZONING DRAWINGS  |
| 0          | 06/07/23 | 100% ZONING DRAWINGS |
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PROJECT INFORMATION

CSL05861

2101 W. VINEYARD AVE.  
OXNARD, CA 93036

SHEET TITLE

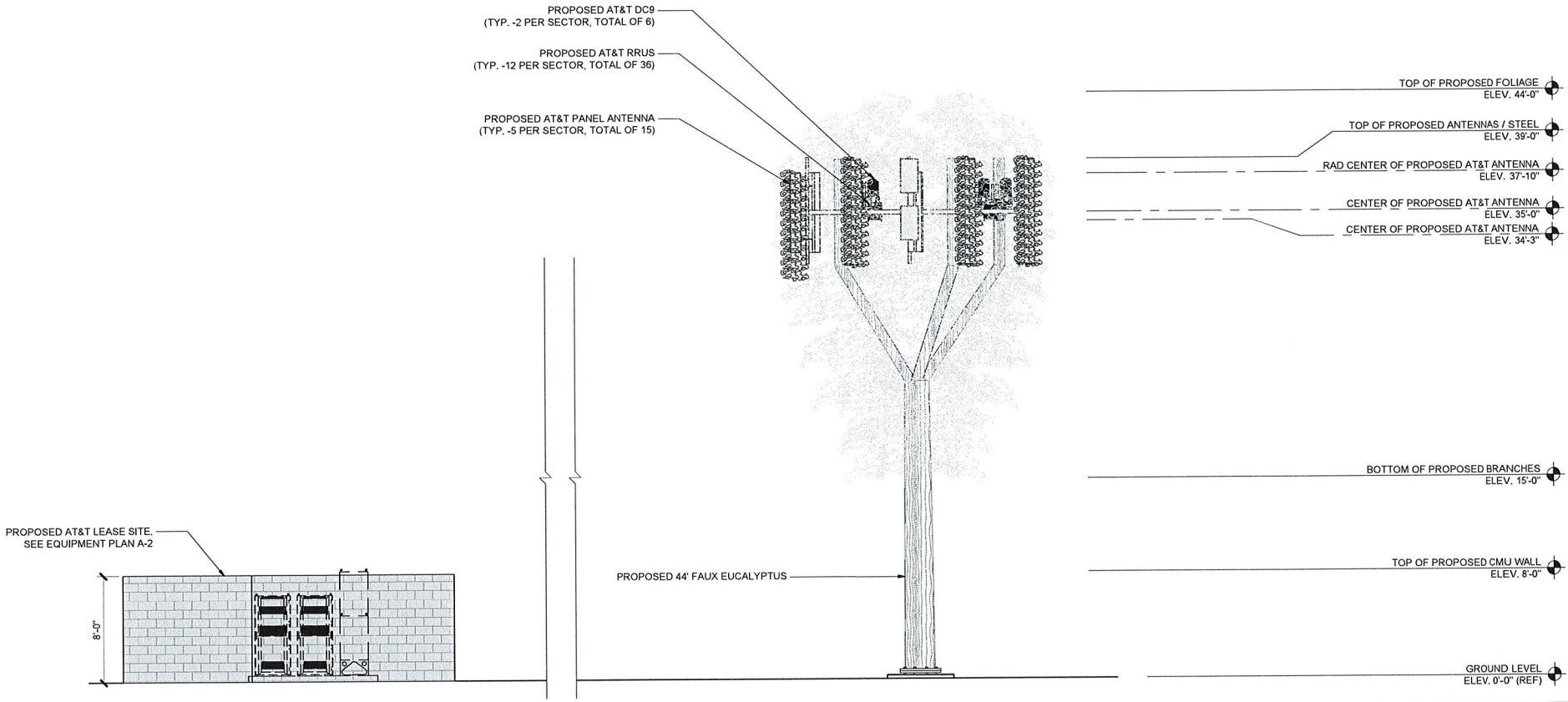
ANTENNA PLAN AND  
SCHEDULE

SHEET NUMBER

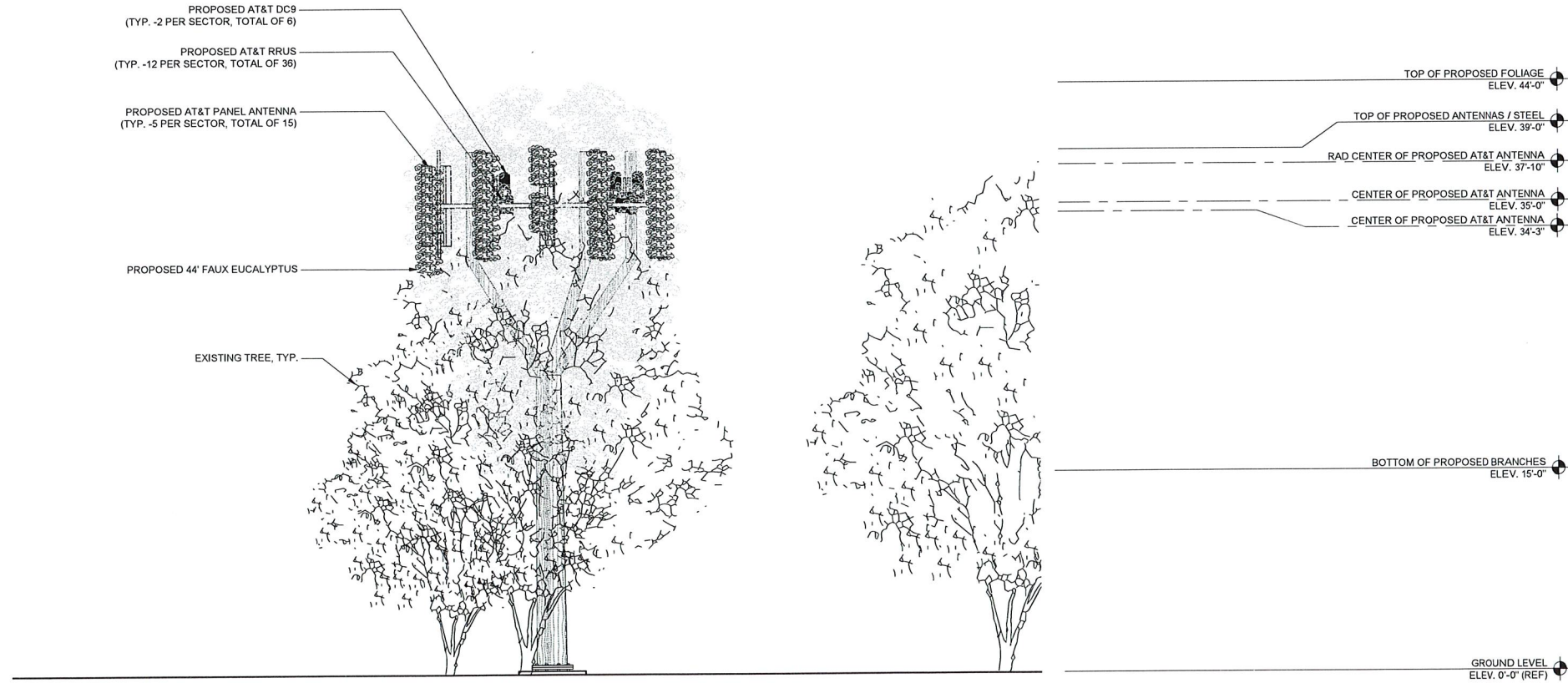
A-3



- NOTE:
1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
  2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.



PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



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|-----------|--------------------------|--------------------|
| DRAWN BY: | UTILITIES<br>CHECKED BY: | A&E<br>CHECKED BY: |
| FR        | GD                       | RB                 |

ZONING  
DRAWINGS

SUBMITTALS

| REV | DATE     | DESCRIPTION          |
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| A   | 04/21/23 | 90% ZONING DRAWINGS  |
| 0   | 06/07/23 | 100% ZONING DRAWINGS |
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PROJECT INFORMATION

CSL05861

2101 W. VINEYARD AVE.  
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SHEET TITLE

ELEVATIONS

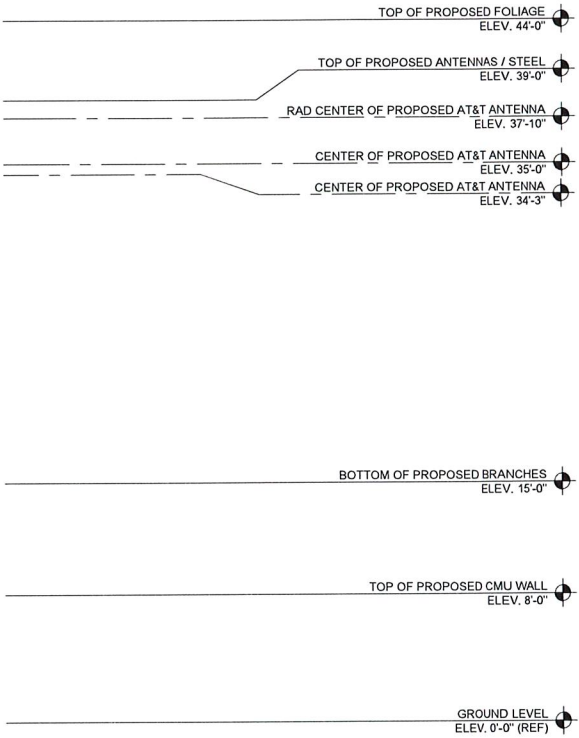
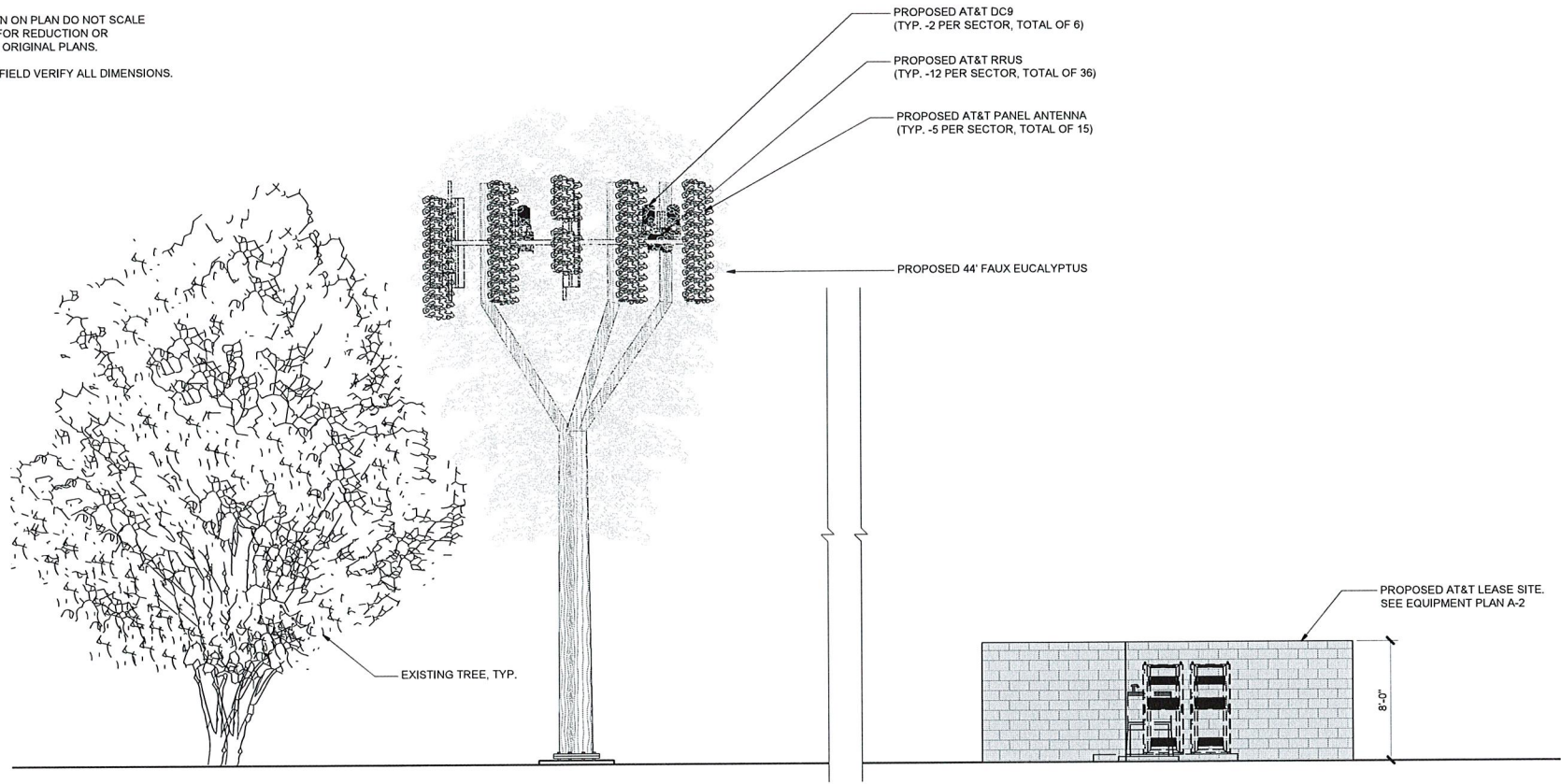
SHEET NUMBER

A-4



NOTE:

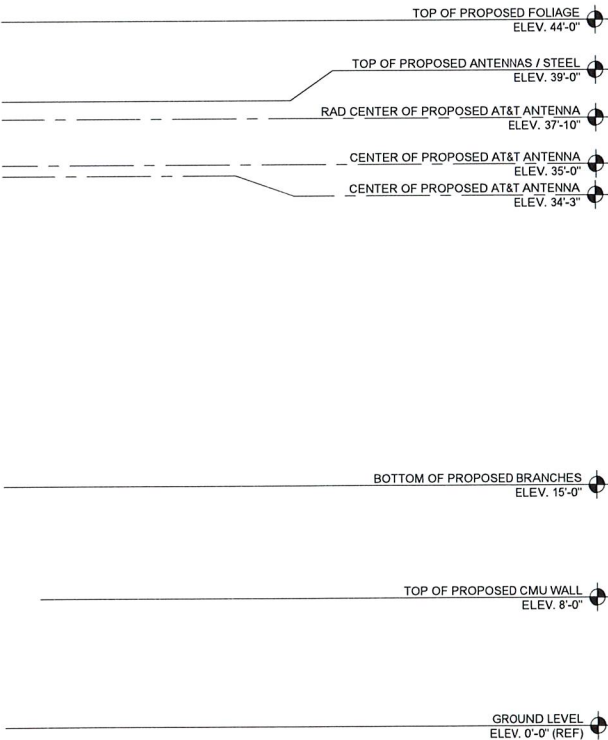
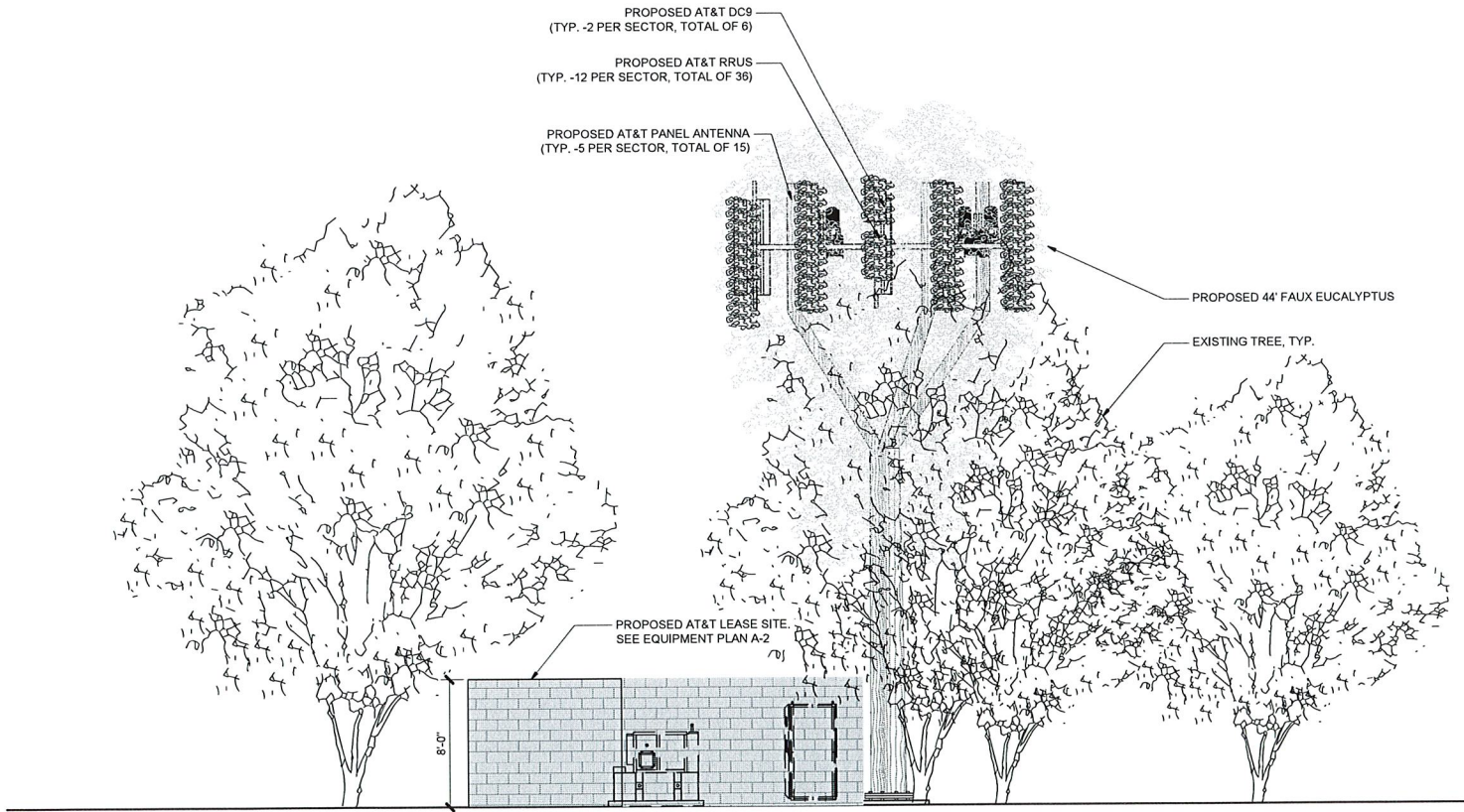
- 1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
- 2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.



SCALE 3/16"=1'-0" 4' 0' 2' 4' 8' 16'

2

PROPOSED NORTH ELEVATION



SCALE 3/16"=1'-0" 4' 0' 2' 4' 8' 16'

1

PROPOSED WEST ELEVATION



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| DRAWN BY: | UTILITIES CHECKED BY: | A&E CHECKED BY: |
| FR        | GD                    | RB              |

ZONING  
DRAWINGS

SUBMITTALS

| REV | DATE     | DESCRIPTION          |
|-----|----------|----------------------|
| A   | 04/21/23 | 90% ZONING DRAWINGS  |
| 0   | 06/07/23 | 100% ZONING DRAWINGS |
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PROJECT INFORMATION

CSL05861

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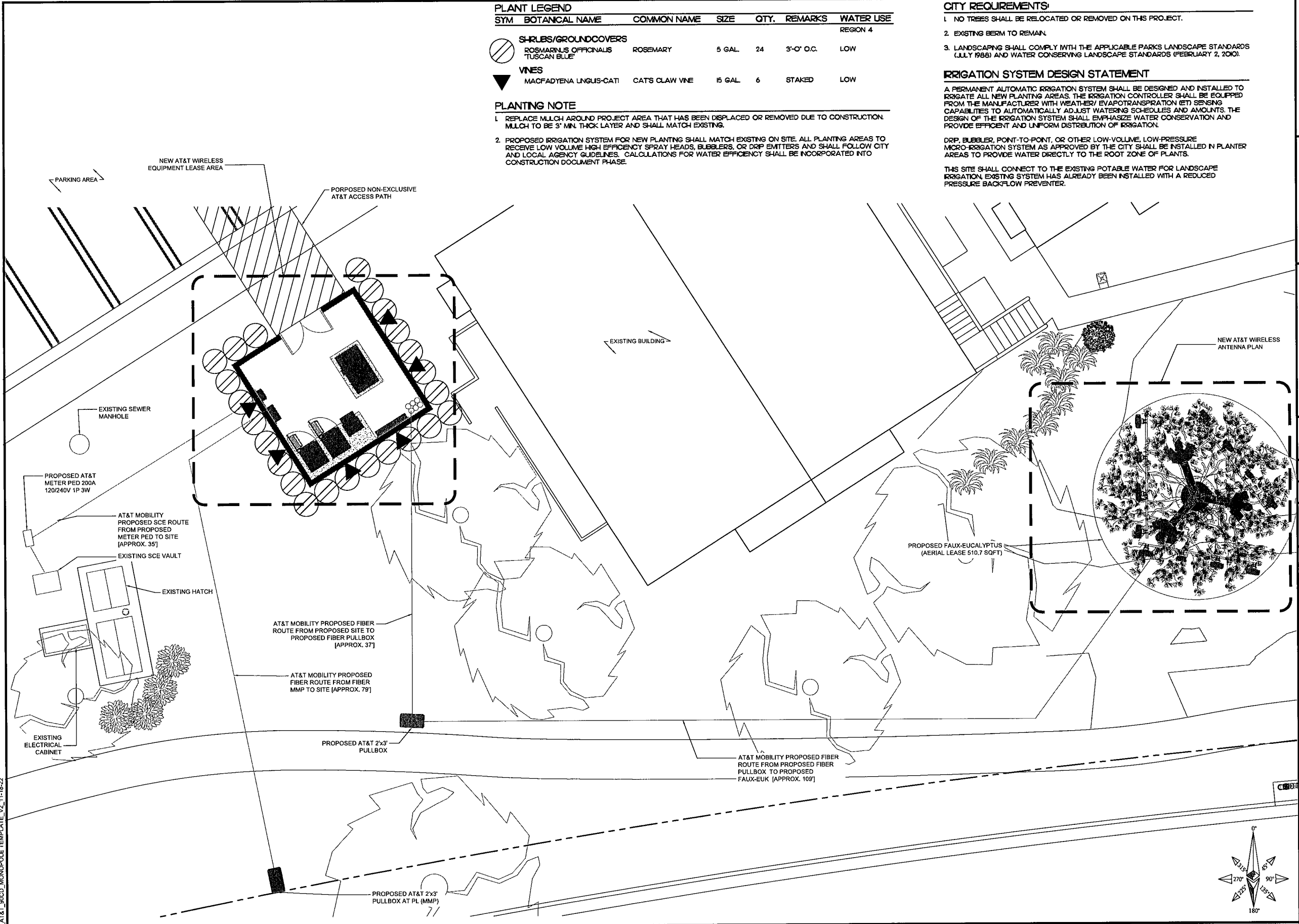
SHEET TITLE

ELEVATIONS

SHEET NUMBER

A-4.1





| PLANT LEGEND        |                                      |                |         |      |            |           |
|---------------------|--------------------------------------|----------------|---------|------|------------|-----------|
| SYM                 | BOTANICAL NAME                       | COMMON NAME    | SIZE    | QTY. | REMARKS    | WATER USE |
| REGION 4            |                                      |                |         |      |            |           |
| SHRUBS/GROUNDCOVERS |                                      |                |         |      |            |           |
|                     | ROSMARINUS OFFICINALIS 'TUSCAN BLUE' | ROSEMARY       | 5 GAL.  | 24   | 3'-0" O.C. | LOW       |
| VINES               |                                      |                |         |      |            |           |
|                     | MACFADYENA UNGUIS-CATI               | CATS CLAW VINE | 15 GAL. | 6    | STAKED     | LOW       |

- PLANTING NOTE**
1. REPLACE MULCH AROUND PROJECT AREA THAT HAS BEEN DISPLACED OR REMOVED DUE TO CONSTRUCTION. MULCH TO BE 3" MIN. THICK LAYER AND SHALL MATCH EXISTING.
  2. PROPOSED IRRIGATION SYSTEM FOR NEW PLANTING SHALL MATCH EXISTING ON SITE. ALL PLANTING AREAS TO RECEIVE LOW VOLUME HIGH EFFICIENCY SPRAY HEADS, BUBBLERS, OR DRIP EMITTERS AND SHALL FOLLOW CITY AND LOCAL AGENCY GUIDELINES. CALCULATIONS FOR WATER EFFICIENCY SHALL BE INCORPORATED INTO CONSTRUCTION DOCUMENT PHASE.

**CITY REQUIREMENTS:**

1. NO TREES SHALL BE RELOCATED OR REMOVED ON THIS PROJECT.
2. EXISTING BERM TO REMAIN.
3. LANDSCAPING SHALL COMPLY WITH THE APPLICABLE PARKS LANDSCAPE STANDARDS (JULY 1986) AND WATER CONSERVING LANDSCAPE STANDARDS (FEBRUARY 2, 2010).

**IRRIGATION SYSTEM DESIGN STATEMENT**

A PERMANENT AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED TO IRRIGATE ALL NEW PLANTING AREAS. THE IRRIGATION CONTROLLER SHALL BE EQUIPPED FROM THE MANUFACTURER WITH WEATHER/ EVAPOTRANSPIRATION (ET) SENSING CAPABILITIES TO AUTOMATICALLY ADJUST WATERING SCHEDULES AND AMOUNTS. THE DESIGN OF THE IRRIGATION SYSTEM SHALL EMPHASIZE WATER CONSERVATION AND PROVIDE EFFICIENT AND UNIFORM DISTRIBUTION OF IRRIGATION.

DRIP, BUBBLER, POINT-TO-POINT, OR OTHER LOW-VOLUME, LOW-PRESSURE MICRO-IRRIGATION SYSTEM AS APPROVED BY THE CITY SHALL BE INSTALLED IN PLANTER AREAS TO PROVIDE WATER DIRECTLY TO THE ROOT ZONE OF PLANTS.

THIS SITE SHALL CONNECT TO THE EXISTING POTABLE WATER FOR LANDSCAPE IRRIGATION. EXISTING SYSTEM HAS ALREADY BEEN INSTALLED WITH A REDUCED PRESSURE BACKFLOW PREVENTER.



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rjcla@bellsouth.net

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|           |              |             |
|-----------|--------------|-------------|
| DRAWN BY: | DESIGNED BY: | CHECKED BY: |
| mdm       | RJC          | RJC         |

**ZONING DRAWINGS**

| SUBMITTALS |          |                     |
|------------|----------|---------------------|
| REV        | DATE     | DESCRIPTION         |
| A          | 05/25/23 | 90% ZONING DRAWINGS |
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**PROJECT INFORMATION**

**CSL05861**

2101 W. VINEYARD AVE.  
OXNARD, CA 93036

**SHEET TITLE**

**PRELIMINARY LANDSCAPE PLAN**

**SHEET NUMBER**

**L-1**

EUKON\_AT&T\_B00D\_MONOPOLE\_TEMPLATE\_V2\_11-18-22

ENLARGED SITE PLAN





EUKON\_AT&T\_90CD\_MONOPOLE\_TEMPLATE\_V2\_11-18-22

Tree Protection During Construction

- Existing trees shall be identified and preserved with protective fencing to form a Protected Root Zone (PRZ). This area encircles the tree at the outer most edge of the canopy and protects the roots growing typically within the top 18"-24" of the soil. The PRZ is defined by its "critical root radius." It is more accurate than the dripline for determining the PRZ of trees. To calculate critical root radius, measure the tree's diameter (dbh) 4.5 feet above the ground, measured in inches. For each inch, allow for 1 to 1.5 feet of critical root radius. If a tree's dbh is 10 inches, its critical root radius is 10 to 15 feet.
- Protective fencing shall be installed prior to any earthwork and until work is complete. Fencing shall be three feet to four feet in height and installed at the outer most edge of the canopy or Protected Root Zone (PRZ). The temporary fencing shall be chain link fencing or other approved durable material. Post "Tree Protection Zone – Keep Out" signs on the PRZ fencing.
- No construction or staging equipment is allowed within the Protected Root Zone including heavy equipment that will compact and damage the roots.
- No disposal of construction materials or by products including paint, plaster or chemical solutions is allowed within the Protected Root Zone.
- Natural or preconstruction grade shall be maintained within the Tree Protection Zone. At no time shall soil be in contact with the tree trunk above the root flare.
- The Protection Zone should be irrigated sufficiently with clean potable water to keep the tree in good health and vigor before during and after construction. Deep watering may be necessary on a weekly basis. Verify depth of irrigation to roots.
- Apply a 4"-6" layer of mulch in the PRZ, 1 foot away from the trunk, before construction begins.
- Any work required to be conducted in the ground within the Protection Zone shall be accomplished with an air spade to make roots visible and use of hand tools.
- Pruning for clearance, if needed, shall be done to prevent damaging branches with large equipment. All pruning shall be in accordance with industry standards, (International Society of Arboriculture or ANSI A300), under the direction of a Certified Arborist.
- A Certified Arborist shall be present if more than 33% of the root zone is impacted or roots greater than 2" or within 5' of the trunk will be cut, to ensure tree stability and health. Cuts should be clean and made at right angles to the roots. Cut roots back to a branching lateral.
- Pruning cuts or damaged bark shall be cut clean to heal. Do not use tree seal or paint.
- Trenches for piping or utilities shall not be constructed with the tree protection zones but shall be re-routed or bored under trees at a minimum of 36" deep.
- Protect soil and roots from compaction in landscape areas used for driveways, storage or parking with a layer of geotextile fabric and 6" of crushed gravel.
- Trees damaged or destroyed during demolition or construction shall be replaced per the Development Code Tree Preservation Policy and Protection Measures.



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|           |              |             |
|-----------|--------------|-------------|
| DRAWN BY: | DESIGNED BY: | CHECKED BY: |
| mdm       | RJC          | RJC         |

ZONING  
DRAWINGS

| SUBMITTALS |          |                     |
|------------|----------|---------------------|
| REV        | DATE     | DESCRIPTION         |
| A          | 05/25/23 | 90% ZONING DRAWINGS |
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PROJECT INFORMATION

CSL05861

2101 W. VINEYARD AVE.  
OXNARD, CA 93036

SHEET TITLE

TREE PROECTION  
NOTES

SHEET NUMBER

L-2



# Radio Frequency Theoretical Modeling Jurisdictional Report

## AT&T Wireless Monoeucalyptus Facility



Site ID: CSL05861

Site Name: CSL05861

Report Date: 7/18/023

Address: 2101 West Vineyard Avenue  
Oxnard, CA 93036

Prepared For: SFC Communications, Inc dba  
Eukon Group  
65 Post, Suite 1000  
Irvine, CA 92618

County: Ventura County

Latitude: 34.229692

Longitude: -119.199441

Site Structure Type: Monoeucalyptus

Report Author: Erin Mahaney

Report Reviewer: Ryan McManus

Fox Hill Project Number: 230539

### Compliance Status:

AT&T will be compliant with FCC Regulations upon installation of recommended mitigation measures as presented in Section 3.0 of this report.



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## 1.0 Introduction

Fox Hill Telecom, Inc. has been contracted by AT&T to produce a theoretical assessment of the potential radio frequency emissions at the proposed AT&T monoeucalyptus site. FCC OET Bulletin 65 – Edition 97-01 recommends that theoretical calculations should be done to yield a worst-case scenario. This theoretical analysis will provide a worst-case assessment of potential emissions and will assume all transmitters are operating at highest capacity and power. This will provide AT&T with a guideline of how to proceed with mitigating the site to ensure the site will be compliant with FCC regulations at any instance.

Most licensed wireless system operators are required to perform periodic assessments of potential impacts to humans due to radio frequency emissions from active transmitters at the site. The Federal Communications Commission (“FCC”) considers two levels of standards based on access controls to the site and the level of knowledge of the effects of radio frequency to humans.

A controlled/occupational environment assumes that anyone accessing the site is fully trained in RF safety and is aware of the effects of the exposure to radio frequency emissions to humans,

An uncontrolled/general population environment assumes that access is not restricted to RF trained individuals and other members of the general population may be able to access the site for any reason, occupation or otherwise.

## 2.0 Results Snapshot and Mitigation Measures

Based on the theoretical modeling analysis performed, there are no areas at this site that exceed the FCC’s General Public and Occupational limits. All areas of concern extend into free space. AT&T must ensure proper mitigation is installed at the site in order to bring the site into compliance.

Signage and barriers are the primary means of mitigating access to accessible areas of exposure. A site scaled map can be found in section 3.0 which details the locations where mitigation should be installed to bring the site into compliance with FCC regulations. To reduce the risk of exposure, Fox Hill Telecom recommends that access to areas associated with the active antenna installation be restricted and secured where possible. Below is a summary of **recommended mitigation** at this AT&T facility.

### Access:

- Caution 2B sign required at base of monoeucalyptus near climbing ladder.

### Sector A:

- No signage required

### Sector B:

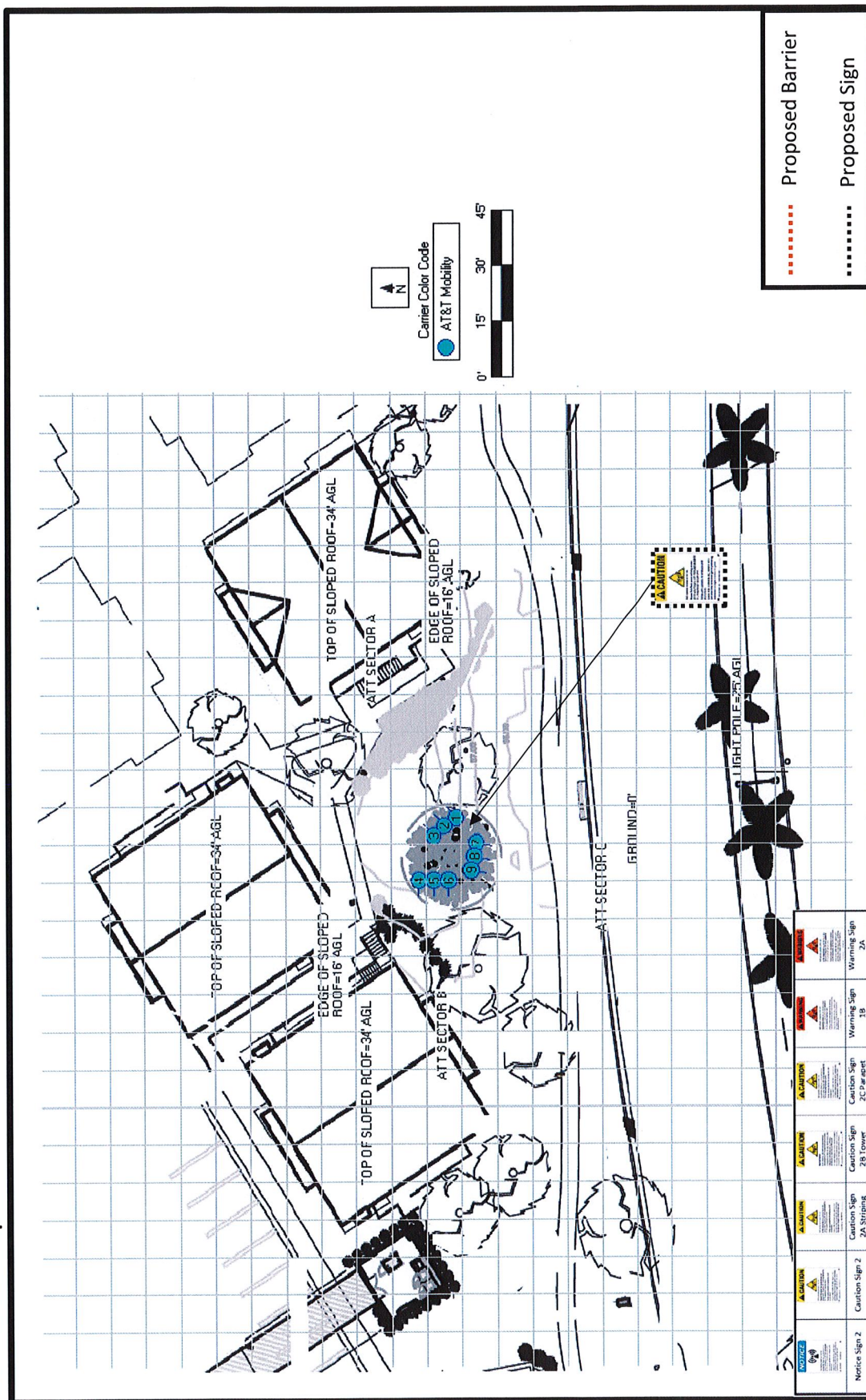
- No signage required

### Sector C:

- No signage required



### 3.0 Site Map



## 4.0 Results and Compliance Recommendations

Based on the theoretical modeling analysis performed, there are no areas at this site that exceed the FCC's General Public and Occupational limits. All areas of concern extend into free space. AT&T must ensure proper mitigation is installed at the site in order to bring the site into compliance.

At the **ground level (0' AGL)**, the maximum power density value (% MPE) calculated for AT&T's antennas is **6.28 %** of the FCC's allowable limit for General Population exposure to radio frequency emissions (**1.26 %** of the FCC's allowable Occupational limit).

The FCC mandates that if a site is found to be out of compliance with regard to emissions that any system operator contributing 5% or more to areas exceeding the FCC's allowable limits, as outlined in this report, will be responsible for bringing the site into compliance. There are no other carriers at this site.



## 5.0 AT&T Signage Policy

| Sign | Description                                                                                                                                                                                                                                                         |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      | <b>Notice Sign 2</b><br>Used to alert individuals that they are entering an area that may exceed either the FCC's General Population emissions limits.                                                                                                              |
|      | <b>Caution Sign 2</b><br>Used to alert individuals that they are entering an area that may exceed the FCC's Occupational emissions limit.                                                                                                                           |
|      | <b>Caution Sign 2A Striping</b><br>Used to alert individuals that they are entering an area that may exceed the FCC's Occupational emissions limit. To be used when physical barriers are unable to be mounted on a rooftop per landlord or structural restrictions |
|      | <b>Caution Sign 2B Tower</b><br>Used to alert individuals that they are entering an area that may exceed the FCC's Occupational emissions limit. To be placed at the base of tower and monopole sites.                                                              |
|      | <b>Caution Sign 2C Parapet (5" x 7")</b><br>Used to alert individuals that they are entering an area that may exceed the FCC's Occupational emissions limit. To be placed on parapet behind antennas for façade mounted sectors                                     |
|      | <b>Warning Sign 1B</b><br>Used to inform individuals that they are entering an area that may exceed the FCC's Occupational emissions limit by a factor of 10 or greater. Shall be used when barriers are present or will be deployed around AT&T antennas           |
|      | <b>Warning Sign 2A</b><br>Used to inform individuals that they are entering an area that may exceed the FCC's Occupational emissions limit by a factor of 10 or greater. Shall be used in lieu of barriers along with striping when barriers are not allowed        |

## 6.0 FCC Guidelines

All power density values used in this report were analyzed as a percentage of current Maximum Permissible Exposure (% MPE) as listed in the FCC OET Bulletin 65 Edition 97-01 and ANSI/IEEE Std C95.1. The FCC regulates Maximum Permissible Exposure in units of microwatts per square centimeter ( $\mu\text{W}/\text{cm}^2$ ). The number of  $\mu\text{W}/\text{cm}^2$  calculated at each sample point is called the power density. The exposure limit for power density varies depending upon the frequencies being utilized. Wireless Carriers and Paging Services use different frequency bands each with different exposure limits, therefore it is necessary to report results and limits in terms of percent MPE rather than power density.

All results were compared to the FCC (Federal Communications Commission) radio frequency exposure rules, 47 CFR 1.1307(b)(1) – (b)(3), to determine compliance with the Maximum Permissible Exposure (MPE) limits for General Population/Uncontrolled environments as defined below.

General Population/Uncontrolled exposure limits apply to situations in which the general public may be exposed or in which persons who are exposed as a consequence of their employment may not be made fully aware of the potential for exposure or cannot exercise control over their exposure. Therefore, members of the general public would always be considered under this category when exposure is not employment related, for example, in the case of a telecommunications tower that exposes persons in a nearby residential area.

Public exposure to radio frequencies is regulated and enforced in units of microwatts per square centimeter ( $\mu\text{W}/\text{cm}^2$ ). The general population exposure limit for the 700 and 800 MHz Bands is approximately 467  $\mu\text{W}/\text{cm}^2$  and 567  $\mu\text{W}/\text{cm}^2$  respectively, and the general population exposure limit for the 1900 MHz PCS and 2100 MHz AWS bands is 1000  $\mu\text{W}/\text{cm}^2$ . Because each carrier will be using different frequency bands, and each frequency band has different exposure limits, it is necessary to report percent of MPE rather than power density.

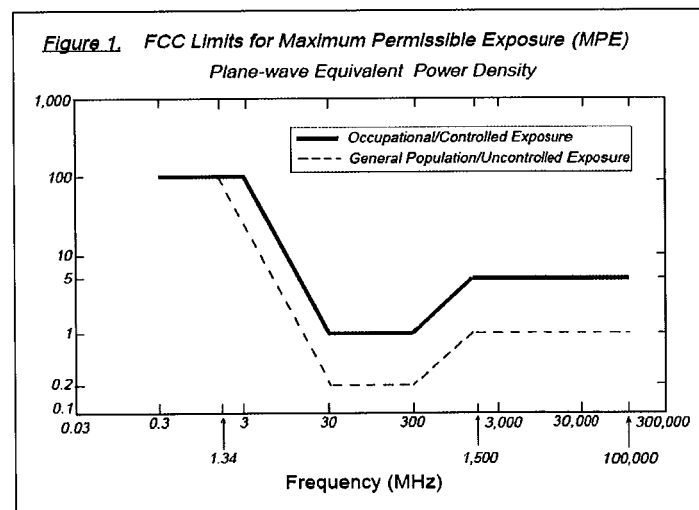
Occupational/Controlled exposure limits apply to situations in which persons are exposed as a consequence of their employment and in which those persons who are exposed have been made fully aware of the potential for exposure, have been properly trained in RF safety and can exercise control over their exposure. Occupational/Controlled exposure limits also apply where exposure is of a transient nature as a result of incidental passage through a location where exposure levels may be above general population/uncontrolled limits (see below), as long as the exposed person has been made fully aware of the potential for exposure, have been trained in RF safety and can exercise control over his or her exposure by leaving the area or by some other appropriate means. The Occupational/Controlled exposure limits all utilized frequency bands is five (5) times the FCC's General Public / Uncontrolled exposure limit.



| Table 1: Limits for Maximum Permissible Exposure (MPE) |                                   |                                   |                                         |                                                                     |
|--------------------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------------|---------------------------------------------------------------------|
| (A) Limits for Occupational/Controlled Exposure        |                                   |                                   |                                         |                                                                     |
| Frequency Range (MHz)                                  | Electric Field Strength (E) (V/m) | Magnetic Field Strength (H) (A/m) | Power Density (S) (mW/cm <sup>2</sup> ) | Averaging Time [E] <sup>2</sup> , [H] <sup>2</sup> , or S (minutes) |
| 0.3-3.0                                                | 614                               | 1.63                              | (100)*                                  | 6                                                                   |
| 3.0-30                                                 | 1842/f                            | 4.89/f                            | (900/f <sup>2</sup> )*                  | 6                                                                   |
| 30-300                                                 | 61.4                              | 0.163                             | 1.0                                     | 6                                                                   |
| 300-1,500                                              | --                                | --                                | f/300                                   | 6                                                                   |
| 1,500-100,000                                          | --                                | --                                | 5                                       | 6                                                                   |
| (B) Limits for General Public/Uncontrolled Exposure    |                                   |                                   |                                         |                                                                     |
| Frequency Range (MHz)                                  | Electric Field Strength (E) (V/m) | Magnetic Field Strength (H) (A/m) | Power Density (S) (mW/cm <sup>2</sup> ) | Averaging Time [E] <sup>2</sup> , [H] <sup>2</sup> , or S (minutes) |
| 0.3-1.34                                               | 614                               | 1.63                              | (100)*                                  | 30                                                                  |
| 1.34-30                                                | 824/f                             | 2.19/f                            | (180/f <sup>2</sup> )*                  | 30                                                                  |
| 30-300                                                 | 27.5                              | 0.073                             | 0.2                                     | 30                                                                  |
| 300-1,500                                              | --                                | --                                | f/1,500                                 | 30                                                                  |
| 1,500-100,000                                          | --                                | --                                | 1.0                                     | 30                                                                  |

f = Frequency in (MHz)

\* Plane-wave equivalent power density



## 7.0 Calculation Methodology

Fox Hill Telecom has performed theoretical calculations on all transmission equipment located on this facility. All calculations have been performed using Waterford Consultants' RoofMaster™ 2015 Version 19.9.7.19. RoofMaster™ employs several power density prediction models based on the computational approaches set forth in the Federal Communications Commission's Evaluating Compliance with FCC Guidelines for Human Exposure to Radiofrequency Electromagnetic Fields, OET Bulletin 65 utilizing both cylindrical and far-field modelling (calculated using antenna manufacturers pattern data).

For this analysis, power density calculations were performed by Fox Hill Telecom on two antenna models including a static beam antenna used for the UMTS and 4G radios and a dynamic beam-forming antenna for the 5G radio broadcast. The static beam results in a fixed coverage area based upon the electrical characteristics of the antenna as specified by the antenna manufacturer. The dynamic beam-forming antenna functions by allowing the carrier to shift a narrow "talk channel" beam to each user in the antennas service area for the provision of service to the user's device by varying the phase of transmission by each active element in the element array inside the antenna to produce the desired resulting vector for the narrow beam. This allows greater gain in a given direction while producing intentional nulls in non-service areas to produce greater signal quality.

For the power density calculations for the UMTS / 4G static beam antennas the Cylindrical (Sula9) model was used to allow for a more pessimistic approach resulting from the transmission power being captured within the 3dB power roll off points of the antennas horizontal pattern. Calculations performed for the narrow beam 5G Traffic Beams were performed using a Far Field model based upon the antenna manufacturers antenna pattern data for both horizontal and vertical gain values. The selection of the Far Field model was done to prevent large overprediction areas of power density values close in to the antenna resulting from the extremely narrow window produced by the 3db power roll off points which define the power spreading area with a Cylindrical Model. Both models are discussed in further detail below.

A statistical factor which reduces the transmit power of the 5G beam forming antennas identified in this report to 32% of maximum theoretical transmit power for this antenna was used in the outlined calculations. This factor was utilized to account for the spatial distribution of users, network utilization, time division duplexing, and scheduling time typically experienced in these dynamic radio environments. This power factor more accurately predicts the emitted radio frequency energy in any given direction based upon test results from the antenna system manufacturers and AT&T recommends the use of this factor based on this guidance from its antenna system manufacturers as well as supporting international industry standards, industry publications, and its extensive experience.



### The Cylindrical Model Implementation (Sula9)

In OET-65, the Cylindrical Model is presented as an approach to determine the spatially averaged power density in the near field directly in front of an antenna. In order to implement this model in all directions, RoofMaster™ utilizes the antenna manufacturer horizontal pattern data. Additionally, RoofMaster™ incorporates factors that reduce the power density by the inverse square of horizontal and vertical distance beyond the near field region.

Power density is calculated as follows:

$$S = \left( \left( \frac{360}{\text{Beamwidth}} \right) \frac{P_{in} G_H H_r V_r}{2 \pi R h} \right) \frac{\mu W}{cm^2}$$

- S is the spatially averaged power density value
- R is the horizontal distance meters to the study point
- h is the aperture length in meters
- P<sub>in</sub> is power into the antenna input port in Watts
- RoofMaster™ Implementation:
  - G<sub>H</sub> is gain offset to study point as specified in manufacturer horizontal pattern
  - P<sub>in</sub> is adjusted by the portion of the antenna aperture in the 0-6 ft vertical study zone
  - H<sub>r</sub> accounts for 1/R<sup>2</sup> Far Field roll off which starts at 2xh
  - V<sub>r</sub> accounts for 1/ (vertical distance)<sup>2</sup> roll off from antenna bottom to the top of the 0-6ft study zone (or antenna top to bottom of 0-6ft study zone)

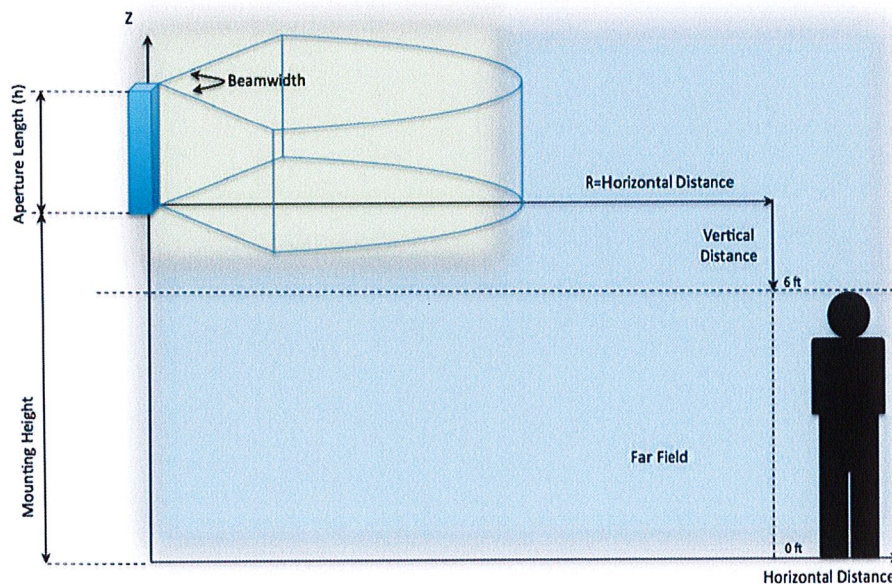


Figure 1: Cylindrical Model Implementation.

## The Far Field Model

In OET-65, a far field model is presented to calculate the spatial peak power density. The RoofMaster™ implementation of this model incorporates antenna manufacturer's horizontal and vertical pattern data to determine the power density in all directions. Power density is calculated as follows:

$$S = \frac{13.05 P_m G}{R^2} \frac{\mu W}{cm^2}$$

- Does not include 100% reflection factor
- $P_{in}$  is Watts
- $R$  is meters to study point
- $G$  is gain to study point as specified in manufacturer horizontal and vertical patterns

A worst-case prediction is described in OET-65 where field strength may double due to 100% reflection of the incoming radiation. Considering an EPA recommendation that a multiplier of 1.6 is a more realistically representation of this effect is rewritten as follow:

$$S_{FF} = \frac{33.4 \cdot P_{in} \cdot G_{dBd}}{R^2} \quad (\mu W/cm^2)$$

This model yields the power density at a single point in space. In order to determine the spatial power density for comparison to the FCC limits, the average of several points calculated within the human profile (0 to 6 feet) must be conducted.

RoofMaster™ calculates seven power density values between 0 and 6 feet above the specified study plane and performs a linear spatial average.

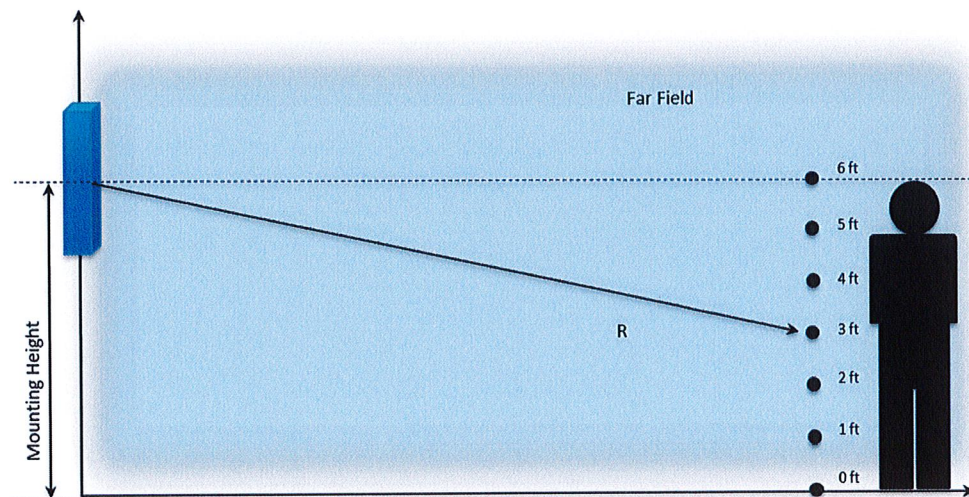


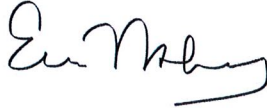
Figure 2 Far Field Model Implementation.

Predicted power densities are displayed as a percentage of the applicable FCC standards



## 8.0 Certifications

I, Erin Mahaney, preparer of this report certify that I am fully trained and aware of the Rules and Regulations of both the Federal Communications Commissions (FCC) and the Occupational Safety and Health Administration (OSHA) with regard to Human Exposure to Radio Frequency Radiation. I have been trained in the procedures and requirements outlined in AT&T's RF Exposure: Responsibilities, Procedures & Guidelines document.



7/18/2023

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This report has been reviewed and approved by California registered professional engineer,  
Michael McGuire.



sealed 19jul2023

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Michael McGuire, Electrical Engineer

**NOTICE OF EXEMPTION (NOE)**

☐ **To:** Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

**From:** City of Oxnard  
Community Development Department  
214 South C Street  
Oxnard, CA 93030

☐ **To:** Ventura County Clerk-Recorder &  
Registrar of Voters  
Hall of Administration, Main Plaza  
800 South Victoria Avenue,  
Ventura, CA 93009-1260

**Project Title:** AT&T Mono-Eucalyptus Tower

**Project Applicant:** John McDonald (Designated Agent), and Cavort Properties LP (Property Owner)

**Project Location - Specific:** 2101 West Vineyard Avenue, Oxnard, CA, 93036, Ventura County, APN 179-0-040-635.

**Description of Nature, Purpose and Beneficiaries of Project:** PZ No. 23-530-04 (Special Use Permit - Wireless) A request to construct a 44-foot tall wireless communication facility designed to resemble a eucalyptus tree with an associated ground equipment enclosure. The equipment enclosure will be a 324 square-foot area (18' x 18'), on a 7.36 acre lot in the C-2 zone. The request includes the allowance for an increase in height from 35 feet to 44 feet. The project is located at 2101 West Vineyard Avenue, within a heavily landscaped area near the front of the property of an existing hotel. Filed by designated agent John McDonald, Eukon Group, 65 Post Suite 1000, Irvine, CA 92618.

**Name of Public Agency Approving Project (Lead Agency):** City of Oxnard

**Name of Person or Agency Carrying Out Project (Applicant):** John McDonald

**Exempt Status: (check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: Section 15303, Class 3
- ☐ Statutory Exemptions. State code number: \_\_\_\_\_

**Reason(s) why project is exempt:** In accordance with the State CEQA Guidelines and Section 15303, Class 3 of the State CEQA Guidelines, projects involving "the construction of new, small facilities or



structures” may be found to be exempt from the requirements of CEQA. This proposal includes the construction of an unmanned stealth wireless communications facility with an associated ground equipment enclosure within an existing heavily landscaped area near the front of the property totaling an approximately 324 square-foot area, which is consistent with small structures and other allowances by the Class 3 exemption. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the exemption. Therefore, the Community Development Director has determined that there is no substantial evidence that the project will have a significant effect on the environment, the project is categorically exempt from the provisions of CEQA, and there is no requirement to prepare an environmental document.

**Lead Agency Contact Person:** Rogelio Solis, Assistant Planner, (805) 385-7850

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Joe Pearson II, AICP  
 Planning and Environmental Services Manager  
 City of Oxnard

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Date

Note: Authority cited: Sections 21083 and 21110, Public Resources Code.  
 Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

## RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. PZ 23-530-04 (SPECIAL USE PERMIT - WIRELESS) FOR CONSTRUCTION OF A 44-FOOT TALL WIRELESS STEALTH COMMUNICATION FACILITY AND EQUIPMENT ENCLOSURE, LOCATED AT 2101 WEST VINEYARD AVENUE, FILED BY DESIGNATED AGENT, JOHN MCDONALD, EUKON GROUP, 65 POST SUITE 1000, IRVINE, CA 92618.

WHEREAS, on May 16, 2023, John McDonald on behalf of Eukon Group and AT&T Mobility (the “**Applicant**” and/or “**Permittee**”), submitted a request to allow a 44-foot tall heavily screened faux eucalyptus wireless communication facility and associated equipment enclosure located at 2101 West Vineyard Avenue.; and

WHEREAS, on November 7, 2024, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing to consider Applicant’s request to approve Planning and Zoning Permit No. 23-530-04 (Special Use Permit - Wireless) to allow a 44-foot tall heavily screened faux eucalyptus wireless communication facility and associated equipment enclosure located at 2101 West Vineyard Avenue (the “**Project**”) in accordance with Section 16-530 through 16-553 of Oxnard City Code; and

WHEREAS, Oxnard City Code, Article 16, Section 137 (108) authorizes the Planning Commission to approve buildings and structures over the height limit in the General Commercial zone via the issuance of a special use permit; 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 Class 3 Categorical Exemption (Section 15303). 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 Community and the zoning designation is for General Commercial Planned Development (C-2-PD). The project site and adjacent sites do not contain any known environmental resource of hazardous or critical concern and are currently developed with a commercial hotel and residential. 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 Special Use Permit request for a faux eucalyptus wireless tower is consistent with the 2030 General Plan and the Oxnard City Code and is compatible with the uses and development in the project area, which is an existing commercial hotel with the tower setback far enough from adjacent residential properties. Any projects requiring discretionary approval would be analyzed with the 2030 General Plan and the Municipal 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 Special Use Permit request for a faux eucalyptus wireless tower will not result in an unusual circumstance that would cause the project to have a significant effect on the environment. The stealth facility will not alter or vastly deviate from the character of the surrounding development and the property does not contain any unusual environmental characteristics as the property is surrounded on all sides by roadways and 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 located in or adjacent to a State designated scenic highway. Therefore, the project is required to be a stealth facility to mitigate visual impacts. The project is proposed as a stealth facility by being designed to look like a eucalyptus tree, therefore, it won't have a significant impact on scenic resources.

- (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.

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- (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 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. The existing hotel does not have any significant architecture or known historical significance. No physical improvements are proposed to the existing buildings at this time. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.

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 Planning Commission Staff Report and all attachments thereto, the Planning Commission finds:

- (1) **The proposed use is in conformance with the general plan and other adopted standards.**

The proposed use is located on a property with a General Plan designation of Commercial Community, which would be a compatible zone for this use. It also is consistent with the goal of locating facilities away from residential and commercial areas, as the tower is in the commercial zone and has a significant setback from nearby residential, where stealth facilities do not need to be setback. Allowing a single wireless communication faux eucalyptus tree with an increase in height from 35 feet to 44 feet will decrease the need for additional wireless telecommunication facilities in more objectionable areas. Furthermore, the additional height will increase the quality of wireless coverage, providing a benefit to customers and emergency personnel in the vicinity. Thus, the proposed use is in conformance with the City of Oxnard 2030 General Plan and the elements thereof and other adopted standards. The project is consistent with the standards of the General Commercial Zone, except the height requirement, however, the tower may exceed the zone's height limit via the approval of a special use permit.

- (2) **The nature, condition and development of adjacent uses was considered, and such use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.**

The proposed wireless facility is heavily screened and designed to resemble a eucalyptus tree. Additional landscaping is proposed to be planted in the surrounding area to help blend the faux eucalyptus and the equipment enclosure in. The construction and operation of the facility is required to comply with all applicable



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laws, including applicable radio frequency (RF) emission standards. The location, height and bulk of the proposed facility will not materially affect the nearby uses, buildings or structures, or the public health, safety or general welfare.

- (3) The site for the proposed use is adequate in size and shape to accommodate any yards, walls, fences, parking and loading facilities, landscaping and any items required as a condition of approval of this special use permit.**

The project site is already developed with parking. The installation of the stealth facility and associated equipment will be placed within an existing heavily landscaped area near the front of the property. The project will not reduce existing landscaping and instead will add landscaping through the planting of shrubs and vines. The site meets all pertinent development standards, as discussed in Section 5 of the staff report.

- (4) The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.**

The project site is a fully developed lot with an existing hotel built with adequate street access. Furthermore, the proposed wireless facility is unmanned and will therefore have minimal impact on traffic.

- (5) The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

The project site is a fully developed lot with an existing hotel within a heavily developed area of the City. The proposed project is an unmanned stealth wireless facility, and will therefore have minimal to no impact with regards to fire, water, and storm drain facilities. The proposed use will be provided by adequate services and utilities given the proximity and capacity of existing fire protection services, sewerage, water, and storm drainage facilities.

SECTION 2. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA), determines that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, § 15303 (Class 3) of the State CEQA Guidelines. These sections pertain to projects characterized as new, small facilities. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to § 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

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**SECTION 3.** Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit 23-530-04 (Special Use Permit - Wireless), subject to the attached conditions of approval.

**SECTION 4.** The decision of the Planning Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

**SECTION 5.** The Secretary shall certify the adoption of this Resolution.

### CONDITIONS OF APPROVAL

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 November 7, 2024, (“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. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the



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- issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, G-3)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows the Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, G-4)
  5. By commencing any activity related to the project or using any structure authorized by this permit, Developer 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)
  6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend (with counsel selected by the City in its discretion) 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)
  7. 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)
  8. 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)
  9. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
  10. Developer 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. (FD, G-12)
  12. Developer 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)

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*AT&T Mono-Eucalyptus Tower*  
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13. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, 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, Developer 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*).

### **LANDSCAPE STANDARD CONDITIONS**

15. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, *PK-2*)
16. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensure compliance (PK, *PK-4*)
17. Prior to the issuance of a City issued certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, *PK-5*)
18. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, *PK-6*)
19. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO). (PK, *PK-7.1*)

### **LANDSCAPE SPECIAL CONDITIONS**

20. Developer shall surround the equipment enclosure with landscaping, as determined adequate by the Planning Manager. All landscaping shall be maintained as part of the screening and blending in of the tree for the life of the project.

### **PLANNING DIVISION STANDARD CONDITIONS**



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21. 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*)
22. Before the City issues building permits, Applicant shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, *PL-3*)
23. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)
24. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, *PL-7*)
25. In order to minimize light and glare on the project property, all 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*)
26. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
27. Prior to issuance of building permits, Developer 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. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)

## **PLANNING DIVISION SPECIAL CONDITIONS**

29. Developer shall install and at all times maintain a wall or fence of between 6 and 8 feet surrounding the associated equipment. (PL)
30. These conditions of approval impose specific fees, dedications, reservations and/or other exactions. Pursuant to Government Code Section 66020, the 90-day period in which the Developer or applicant has to protest the imposed fees, dedications, reservations and/or other exactions has begun as of the date that the conditions of approval are approved.

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31. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)
32. Prior to issuance of a building permit, Applicant shall revise plans for the wireless facility so that any warning or advisory signs required by the Federal Communications Commission (FCC) will also be displayed in Spanish. Signs appearing in Spanish language shall be of identical form and format to the signs required by the FCC. (PL)
33. Pursuant to City Code Section 16-493, a wireless communications facility that has not operated for six continuous months shall be considered abandoned, and the owner shall remove such facility at the owner's expense within 90 days of notice from the Planning Manager. If the Wireless communications facility is not removed within 90 days, the City may remove such facility at the owner's expense. If there are two or more users of a single wireless communications facility, this provision shall not become effective until all users cease using such facility for six continuous months. (PL/CA)
34. For the life of the project, the operator of the facility shall ensure that screening elements are maintained and replaced as necessary to ensure the monopole remains heavily screened to the standards demonstrated in the approved plans and subject to the approval of the Planning Manager. The Operator accepts that the City reserves the right to deny applications for antenna replacement or colocation if the proposal is not consistent with the heavily screened standard of the original approval. (PL)
35. For the life of the project, faux branches of the faux pine shall be maintained at a minimum of 3.11 branches per lineal foot from where the branches begin at 15' in height through to the top of the monopole.
36. At height of antennas all branches must extend a minimum of 18 inches beyond each antenna and any support equipment/structures.
37. The top of the faux tree shall extend a minimum of 5' above the highest antenna.
38. Branches shall be mixed lengths to simulate a natural tree and have an overall taper that is appropriate to the type of faux-tree that is being proposed.
39. Foliage shall have varying tints of the proposed leaf color to mimic the look of a real tree and be consistent with the tree type that is being proposed.
40. Prior to issuance of a building permit, plans shall note colors of all exterior equipment (panel antennas, RRUs, etc) and conduit mounted on the monopole. These colors shall mimic those of a eucalyptus tree, subject to the approval of the Planning Manager. (PL)
41. Prior to issuance of a building permit, any new CMU block enclosure shall be painted to match the existing building. (PL)

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42. Prior to issuance of a building permit, the Applicant shall show on submitted plans a material or “sock” cover for each panel antenna of a compatible color to match the monopole artificial foliage to the satisfaction of the Director, and that the antenna covers shall be maintained to the satisfaction of the Director. (PL)
43. Applicant shall remove any and all graffiti from the equipment enclosure, pole, or associated equipment, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL/PD)
44. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
45. Construction materials shall match the foliage design and samples materials on the approved sample board. Any change to the proposed foliage design and sample materials shall be reviewed and approved by the Planning Manager prior to issuance of a building permit and/or field changes.
46. The subject permit shall be for a **ten year time period** from the date of this approval. If the lessee/operator/owner of the wireless facility wishes to continue operation as granted herein, a new application must be filed with the Planning Division. Said application must be filed no later than three months prior to the expiration of this permit and said application must be made on the appropriate forms and fees paid.
47. The wireless facility shall at all times comply with all applicable laws, regulations, and standards, inclusive of federal requirements regarding radio frequency (RF) emissions. If the City provides no less than 24-hour prior written notice of a request to inspect the facility for compliance with applicable law, the City and its agents shall promptly be granted such inspection rights.
48. Applicant shall not object to future co-location of other wireless facility company communication equipment and support technology on the subject site and faux eucalyptus.
49. Within 6 months of final inspection the carrier shall provide a third party report confirming that the site is in compliance with the FCC regulations.
50. The emergency generator shall be tested only during the hours of 7:00 a.m. to 6:00 p.m. from Monday through Saturday. The emergency generator shall not be tested on Sunday.
51. Developer shall replace existing vegetation, including trees, shrubs, grass and other ground cover, that is removed or damaged during construction.
52. Project design shall incorporate entry-deterrent measures into the facility to reduce the potential for trespass and injury, and shall be maintained throughout the life of the project.



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*AT&T Mono-Eucalyptus Tower*  
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53. Equipment (mobile or immobile) not used in direct support of the wireless telecommunications facility shall not be stored on the site unless repairs to the facility are being made.
54. The wireless telecommunications facility, in its entirety, shall be maintained in a good state of repair that remains consistent with the design of the original construction, at the sole expense of the applicant.
55. All cables, wires, sweeps, jumpers and other connectors shall be installed inside the mono-eucalyptus to the maximum extent feasible. All utilities servicing the facility shall be placed underground.
56. All externally mounted equipment and appurtenances shall be painted and textured to match and mimic natural eucalyptus tree colors. Applicant shall maintain all painted surfaces in good condition at all times. The project shall only use non-reflective materials and finishes.
57. The entire mono-eucalyptus shall be covered with three dimensional faux eucalyptus tree bark cladding and painted an appropriate bark color to resemble a live eucalyptus which shall be maintained in good condition at all times.
58. The mono-eucalyptus branch and leaf density and design shall properly camouflage the proposed antennas. Branches and leaves shall be placed to extend above, between and below antennas and appurtenances. Branch length shall vary as needed to provide maximum camouflage of antennas and appurtenances. In order to camouflage the facility equipment, antenna arrays and all related equipment shall be painted with a color mix (shade/light) given off by the leaves in daylight hours to visually blend the equipment with the leaves. Applicant shall maintain the leaves and camouflage paint in good condition at all times.
59. The mono-eucalyptus and other ground mounted equipment (to the extent technically feasible) shall be enclosed within an enclosure. The concrete walled enclosure will be designed and painted to match the existing architectural style of the adjacent block wall. This condition does not require the applicant to install electric meters, emergency shut-off switches or connectors for emergency backup power within the equipment enclosure.
60. All ground-mounted equipment (other than the mono-eucalyptus) shall be installed so that no portion of the equipment protrudes above the equipment enclosure.
61. A sign regarding "Network Operations Information" shall be installed at all access points to the equipment area and maintained in good condition at all times. The sign(s) required under this condition shall be installed so that a person can clearly see the sign as he or she approaches the access point when the gate is in both the open and closed position.
62. Signs regarding "RF Notice" and "Network Operations Information" shall be installed on the base of the tower structure and maintained in good condition. Signs required under this

*Resolution No. 2024-XX*  
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condition shall be installed so that a person can clearly see the sign as he or she approaches the tower.

63. All signage shall comply with the FCC OET Bulletin 65 or ANSI C95.2 for color, symbol and content conventions. All such signage shall provide a working local or toll-free telephone number to the facility network operations center to contact a live person who can exert transmitter power-down control over this site as required by the FCC.
64. All signage is prohibited unless specifically required by the Federal Communications Commission (FCC) or other regulatory agency.
65. Exterior lighting for Wireless Telecommunications Facilities shall be limited to the following:
  - a) A manually-operated or motion-detector controlled light above any accessory structure which shall be kept off except when personnel are actually present at night.
  - b) The minimum tower lighting required by FAA regulations.
  - c) Lighting shall be shielded or directed to the greatest extent possible in such a manner to minimize the amount of light that falls onto nearby properties, particularly residences.
  - d) Requirements of paragraphs (a) or (c) above may be waived by the decision making authority if the Wireless Telecommunications Facilities is designed as a light pole. In such instance, lighting intensity, direction, and shielding shall be the same as other pole-mounted lights in the vicinity, the design of which has been duplicated for construction of the Wireless Telecommunications Facilities.

## **DEVELOPMENT SERVICES SPECIAL CONDITIONS**

66. Project shall comply with all City of Oxnard Standards, Plates, and Permits applicable at the time of permit application.

## **FIRE DEPARTMENT CONDITIONS**

67. Before the City issues building permits, Developer 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)
68. 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)

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 AT&T Mono-Eucalyptus Tower  
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69. The project shall meet the minimum requirements of the “Fire Protection Planning Guide” published by the Fire Department. (FD, *F-6*)
70. At all times during construction, Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, *F-7*)
71. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
72. Developer 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, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)

#### **FIRE DEPARTMENT SPECIAL CONDITIONS**

73. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
74. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 10 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
75. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
76. Vegetation clearance from structure(s) required prior to and during construction.
77. A minimum 20-foot clear width and 13 foot, 6 inch (13’-6”) clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.

*(Signatures on next page)*



*Resolution No. 2024-XX  
PZ 23-530-04 (SUP - Wireless)  
AT&T Mono-Eucalyptus Tower  
November 7, 2024  
14 of 14*

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 7th day of November, 2024.

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Ronald Arruejo, 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 on the 7th day of November 2024, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

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Joe Pearson II, AICP, Secretary

# Site Justification Coverage Maps

**Market Name :** Southern California Market

**Site ID :** CSL05861

**Site Address :** 2101 W. Vineyard Ave., Oxnard, CA 93036

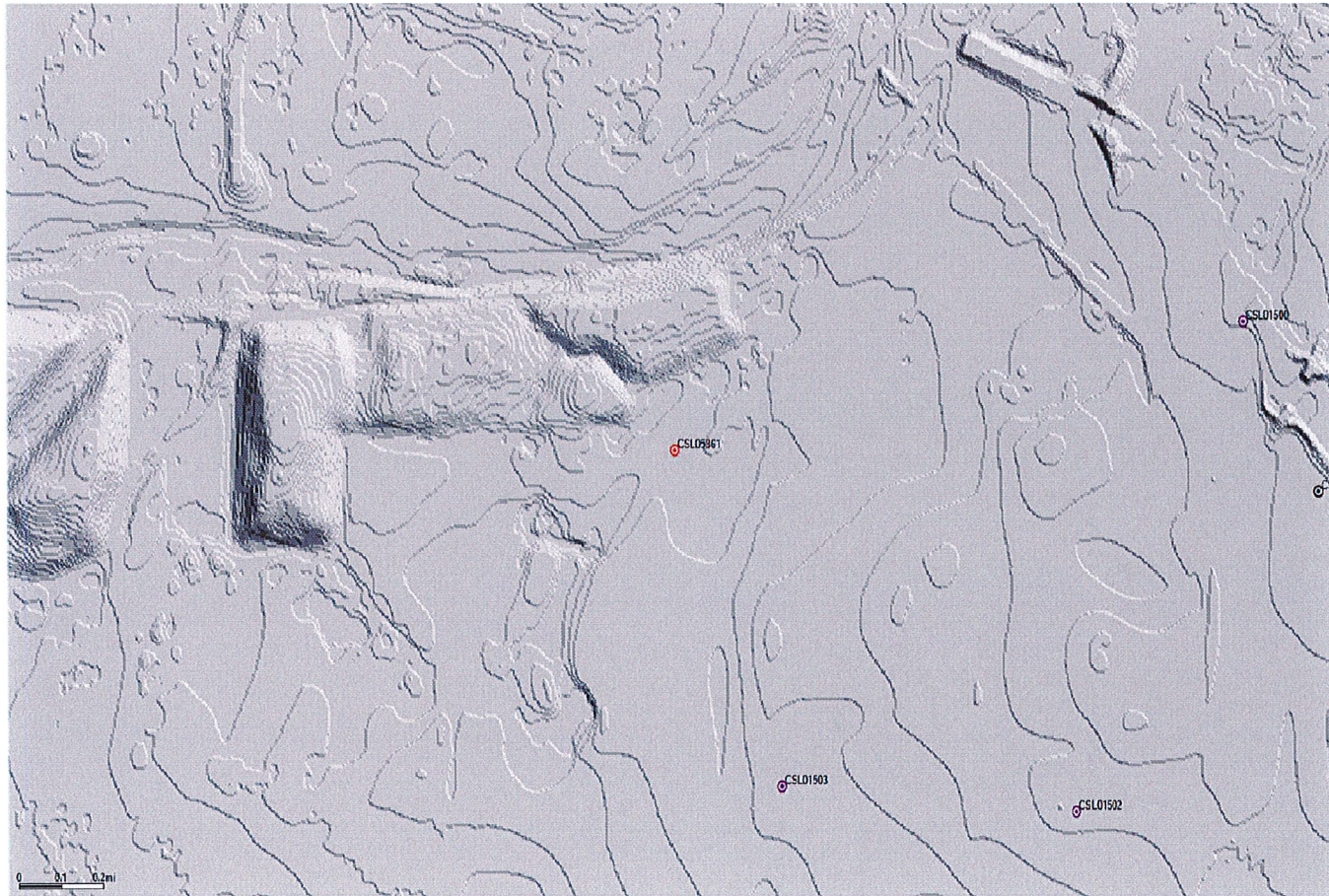
**ATOLL Completion Date:** May 16, 2023

## Assumptions

- ❖ Propagation of the Site Coverage Plots are based on our current Atoll RF Design Tool that shows the preferred design of the AT&T 4G-LTE Network Coverage.
- ❖ The propagation referenced in this package is based on Proposed LTE Coverage of AT&T users in the surrounding buildings, in-vehicles and at-street level.
- ❖ For your reference, the scale shown ranges from Good to Poor Coverage with gradual changes in coverage showing Best Coverage to Marginal and Poor Signal Levels.
- ❖ The Coverage Plots shown in the following slides are based on the following criteria:
  - Existing LTE Coverage Before the Referenced Site: Assuming all the planned neighboring sites are approved by the jurisdiction and On-Air and the Referenced Site is Off-Air, the propagation is displayed with the legends provided.
  - Planned LTE Coverage With the Referenced Site: Assuming all the planned neighboring sites along with the Referenced Site are now approved by the jurisdiction and now On-Air, the propagation is displayed with the legends provided.
  - Standalone Coverage of the Referenced Site: Assuming all the planned neighboring sites approved by the jurisdiction are Off-Air and only the Referenced Site is On-Air, the propagation is displayed with the legends provided.

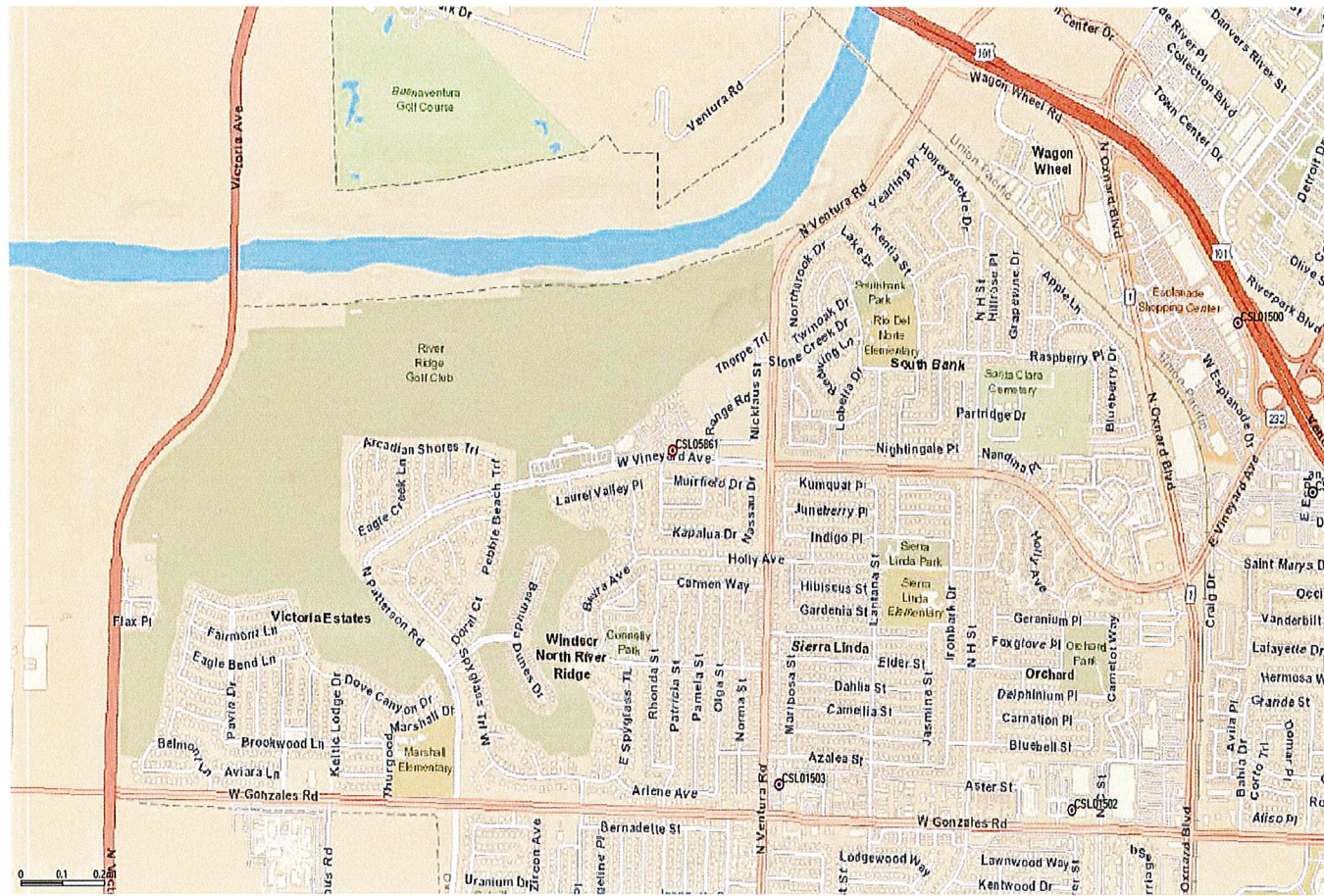


## CSL05861 (Terrain Map)





## CSL05861 (Aerial Map)





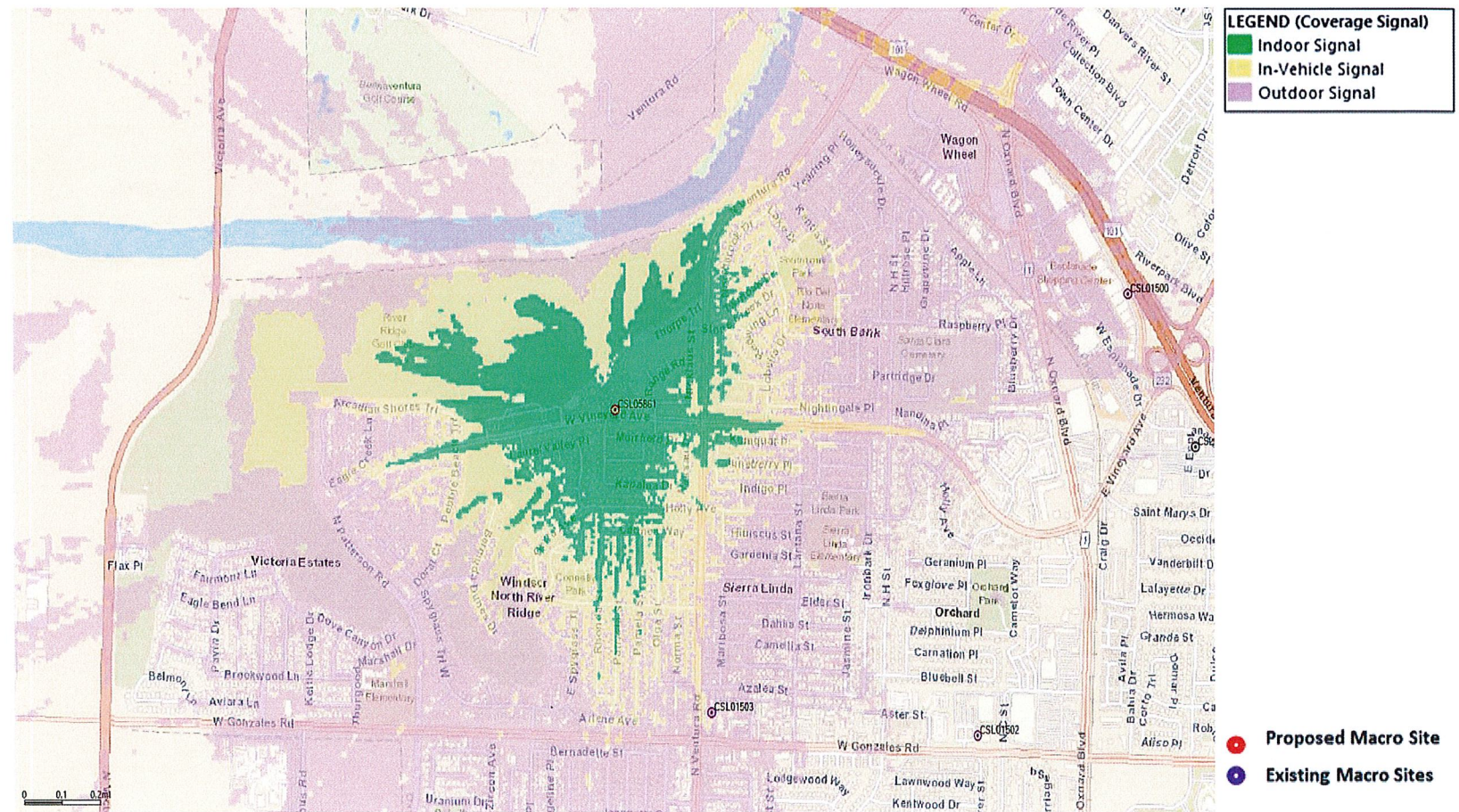








## Standalone Coverage Of Site CSL05861



## Coverage Legend

**Indoor Signal:** In general, the areas shown in dark green should have the strongest signal strength and be sufficient for most in-building coverage. However, in-building coverage can and will be adversely affected by the thickness/construction type of walls, or your location in the building (i.e., in the basement, in the middle of the building with multiple walls, etc.)

**In-Vehicle Signal:** The areas shown in the yellow should be sufficient for on-street or in-the-open coverage, most in-vehicle coverage and possibly some in-building coverage.

**Outdoor Signal:** The areas shown in the purple should have sufficient signal strength for on-street or in-the-open coverage but may not have it for in-vehicle coverage or indoor signal coverage.





# City of Oxnard Planning Commission

## November 7, 2024

AT&T Mono-Eucalyptus Tower  
2101 West Vineyard Avenue  
PZ 23-530-04  
(Special Use Permit - Wireless)

Applicant: John McDonald, Designated Agent, Eukon Group  
Case Planner: Rogelio Solis, Assistant Planner

A request to construct and operate a 44-foot tall wireless communication tower. The tower is a mono-eucalyptus stealth facility with an associated ground equipment enclosure.

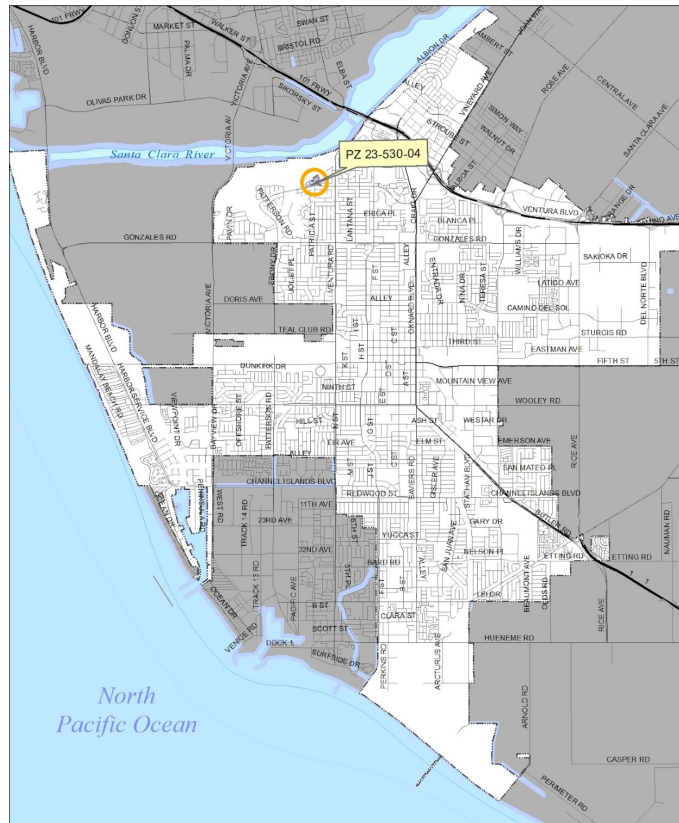
The purpose of the proposal is to enhance the service for a gap in coverage surrounding the intersection of Vineyard Avenue and Ventura Road.



# PROJECT LOCATION

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## Subject Site: 2101 West Vineyard Avenue





View looking northeast to project property from Vineyard Avenue.



View looking northwest to project property from Vineyard Avenue.



View looking north from River Ridge Road.

**Subject Site:** 2101 West Vineyard Avenue

**Surrounding Uses:**

| LOCATION                               | ZONING                                                            | GENERAL PLAN                    | EXISTING LAND USE         |
|----------------------------------------|-------------------------------------------------------------------|---------------------------------|---------------------------|
| Project Site<br>(2101 W. Vineyard Ave) | General Commercial -<br>Planned Development<br>(C-2-PD)           | Commercial Community<br>(CC)    | Hotel                     |
| North                                  | Community Reserve (C-R)                                           | PARK (PRK)                      | Golf Course               |
| South                                  | Single- Family Residential -<br>Planned Development<br>(R-1-7-PD) | Residential Low (RL)            | Single-Family Residential |
| East                                   | Multi-Family Residential -<br>Planned Development<br>(R-2-PD)     | Residential Low Medium<br>(RLM) | Single-Family Residential |
| West                                   | Community Reserve (C-R)                                           | Park (PRK)                      | Golf Course               |

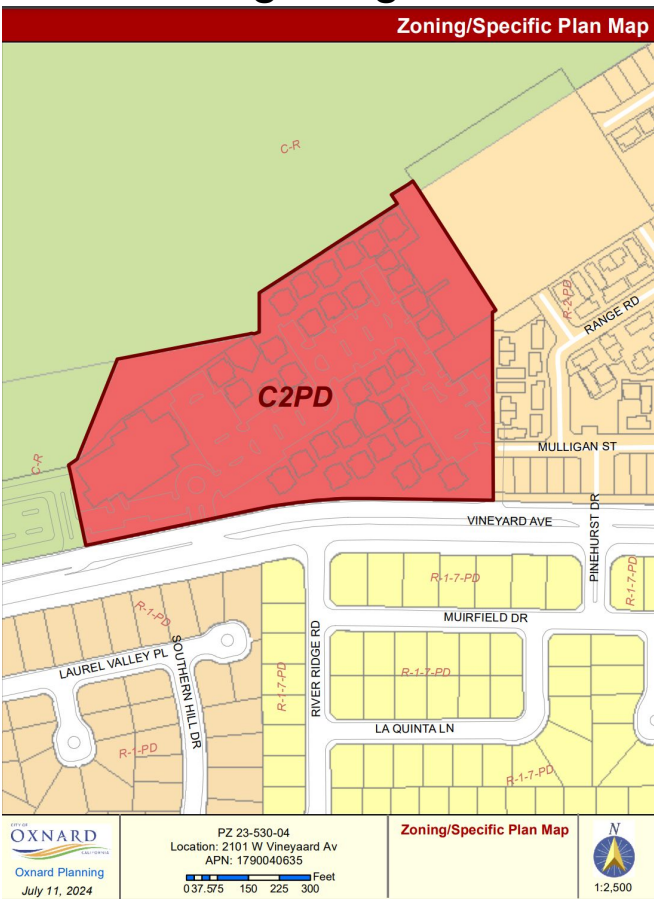


General Plan Land Use Designation



Community Commercial (CC)

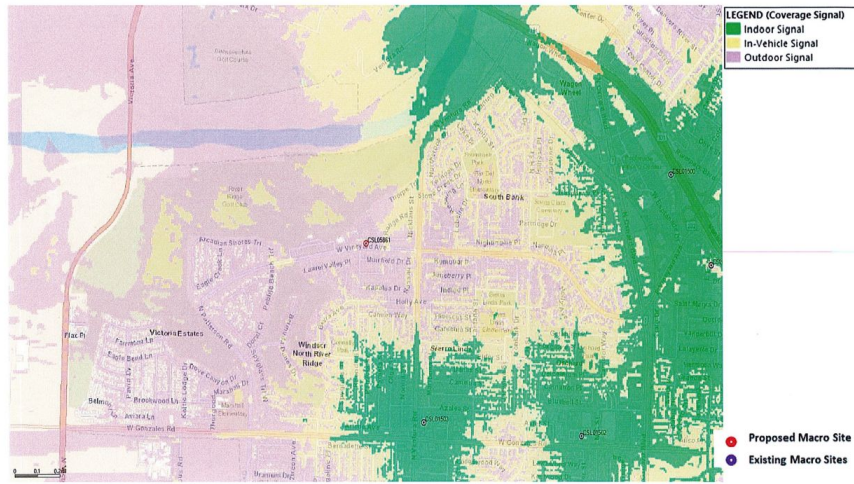
Zoning Designation



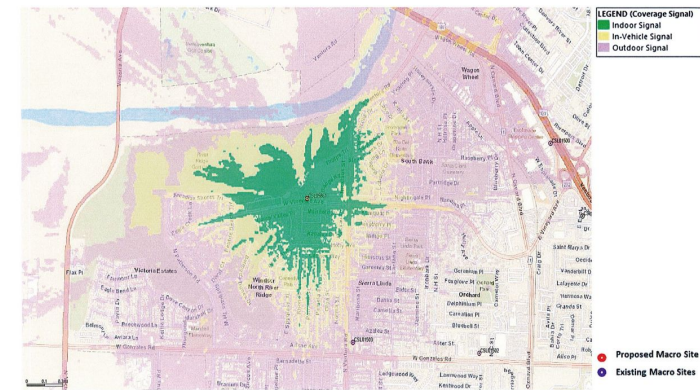
General Commercial - Planned Development (C-2-PD)

- The Planning Commission approved Special Use Permit (SUP) No. 1140 with Resolution No. 6846, on January 9, 1986 for the development of the two-story, 250-room hotel with conference and restaurant facilities on a 7.36 acre parcel. Several minor modification permits have been approved for various signage and architectural changes to the hotel, as well as a previous wireless special use permit.
- On May 16th, 2023, the current wireless special use permit was submitted, proposing a faux-eucalyptus wireless facility on the property.

## Existing LTE Coverage Before Site CSL05861



## Standalone Coverage Of Site CSL05861



## Planned LTE Coverage With Site CSL05861



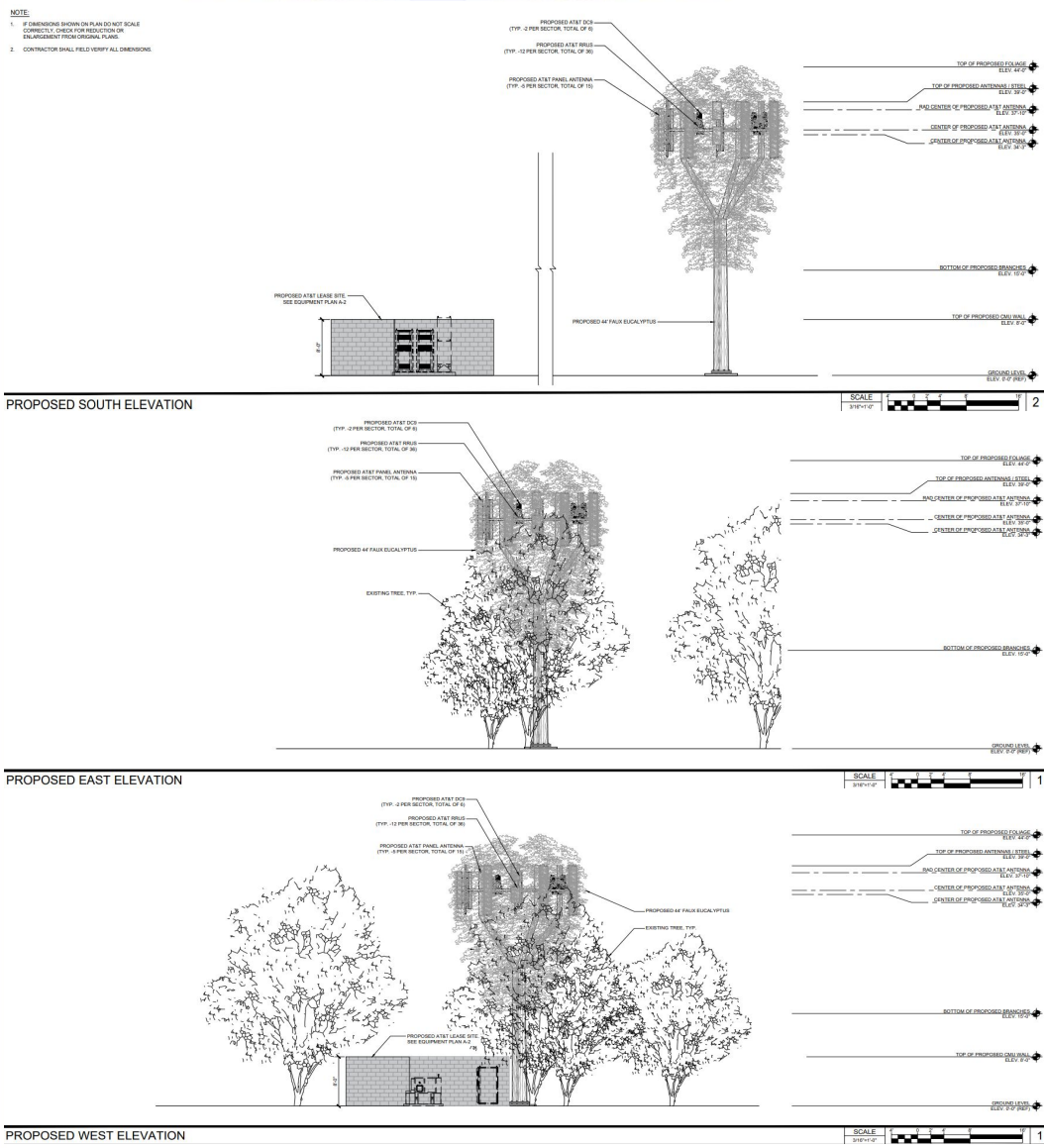


## 71

## Equipment Enclosure

### PLANTING NOTE

# PROJECT ELEVATION PLANS AND PHOTO EXAMPLE



- Conditions #15-20 require landscaping plans for landscaping around the equipment area.
- Conditions # 34, 35, 36, 37, 38, 39, 40, 41, 42, 45, 57, 58, 59, and 60 are different requirements for the disguise of the tower and its antennae to classify it as a stealth facility and keep the tree maintained as such for the life of the project.



## **Environmental Determination:**

In accordance with § 15303, Class 3 of the State CEQA Guidelines, projects involving “the construction of new, small facilities or structures” may be found to be exempt from the requirements of the California Environmental Quality Act (CEQA). The project area is approximately 344 square feet in area on a developed property and is consistent with other allowances through the Class 3 exemption. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and recommends that the Planning Commission accept the Notice of Exemption.

That the Planning Commission:

- a) Find the project Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15303 (Class 3); and
- b) Adopt Resolution 2024-XX approving Planning and Zoning Permit No. 23-530-04 (Special Use Permit - Wireless), subject to certain findings and conditions





## PLANNING COMMISSION STAFF REPORT

**TO:** Planning Commission

**FROM:** Kathleen Mallory, AICP, Planning & Sustainability Manager  
Heather Davis, Project Planner

**DATE:** November 7, 2024

**SUBJECT:** Update to the City of Oxnard, California Environmental Quality Act (CEQA) Threshold Guidelines.

- 1) Recommendation:** That the Planning Commission adopt a resolution (Attachment A) recommending that the City Council adopt a resolution to repeal Resolution No. 15,040 and approve updated CEQA Threshold Guidelines (herein referred to as CEQA Threshold Guidelines).
- 2) Project Description and Applicant:** The proposed project is an update of the City's CEQA Threshold Guidelines that were adopted by the City Council on June 27, 2017. The proposed CEQA Threshold Guidelines are consistent with the current (2024) State CEQA Statute & Guidelines. The applicant is the City of Oxnard, Community Development Department, 214 South C Street, Oxnard.
- 3) Background Information:** On October 17, 2024, the Planning Commission held a study session on the aforementioned CEQA Threshold Guidelines. At the study session, the Planning Commission listened to a consultant presentation that explained the background and larger changes to four key topic areas of the City's CEQA Threshold Guidelines, including: Energy, GreenHouse Gas (GHG), Wildfire and Vehicle Miles Traveled (VMT). A Commissioner provided comments in advance of the 17th meetings and the staff prepared response was discussed during the study session (see Attachment B). Following the presentation, the Planning Commission and staff had an interactive discussion regarding the CEQA Threshold Guidelines. The study session staff report, Matrix of CEQA Threshold Guidelines Revisions, Draft Oxnard CEQA Threshold Guidelines and presentation slides are provided in Attachment C to this staff report. No members of the public provided comments orally or in person regarding this agenda item. Since this meeting, no additional written comments or questions have been received as of the date of this report.
- 4) Environmental Determination:** This project is Exempt from CEQA pursuant to CEQA in California Code of Regulations Section 15061(b)(3), which states that "*Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.*" (also known as the Common Sense Exemption). A Notice of Exemption has been prepared and is provided as Attachment D.

**Attachments:**

- A. Resolution Recommending City Council adoption of the 2024 CEQA Threshold Guidelines
- B. Staff Response to Commissioner Written Questions
- C. Planning Commission Packet October 17, 2024
  - 1) Staff Report
  - 2) Summary of Revisions to Environmental Issue Areas
  - 3) Draft Oxnard CEQA Threshold Guidelines
  - 4) Presentation Slide Show
- D. Notice of Exemption
- E. Staff Presentation

## RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL ADOPT A RESOLUTION REPEALING RESOLUTION 15,040 AND APPROVING THE CITY OF OXNARD CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) THRESHOLD GUIDELINES, ESTABLISHING CRITERIA AND PROCEDURES FOR EVALUATION OF PROJECTS AND PREPARATION OF ENVIRONMENTAL DOCUMENTS. FILED BY THE CITY OF OXNARD COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, the California Environmental Quality Act (CEQA) and the State CEQA Guidelines adopted pursuant thereto require the City of Oxnard to adopt objectives, criteria and procedures consistent therewith, and

WHEREAS, To help clarify and standardize decision-making in the environmental review process within the City of Oxnard, the City has established its own CEQA Guidelines. The City's CEQA Threshold Guidelines are intended to be a guidance to staff, consultants, and the development community in preparing all environmental review documents. The most recent update to the City's CEQA Threshold Guidelines was adopted by City Council on June 27, 2017 (Resolution 15,040); and

WHEREAS, City staff prepared draft CEQA Threshold Guidelines that update the City's existing CEQA Threshold Guidelines (adopted pursuant to Resolution No. 15,040) to reflect changes to State CEQA law and are consistent with the current (2024) State CEQA Statute & Guidelines; and

WHEREAS, on October 17, 2024 the City held a Planning Commission study session on the draft update to the City's CEQA Threshold Guidelines; and

WHEREAS, on November 7, 2024, the Planning Commission of the City of Oxnard held a public meeting to consider approving a resolution recommending that the City Council adopt updated CEQA Threshold Guidelines; and

WHEREAS, the Planning Commission finds that the proposed update to the City's CEQA Threshold Guidelines is in the public interest. There are no changes recommended under the proposed CEQA Threshold Guidelines that would reduce or compromise existing standards that protect the health, safety or general welfare of the City; and

WHEREAS, the Planning Commission determined that this action is exempt from environmental review pursuant to CEQA Guidelines Sections 15060(c)(2) and (3) and 15061(b)(3) as this update to the City's CEQA Threshold Guidelines is a regulatory action which will not result in direct or reasonably foreseeable indirect physical change in the environment and when it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment are not subject to CEQA; and

WHEREAS, the comments of the Planning Commissioners, members of the public, and interested groups and agencies have received an appropriate response; and

WHEREAS, the Planning Commission finds that the CEQA Guidelines comply with all requirements of the CEQA and State Guidelines and is consistent with the policies and objectives of the 2030 General Plan.



**2 of 2**

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 Planning Commission staff report and all attachments thereto, the Planning Commission finds the proposed project is in conformance with the General Plan and other adopted policies of the City of Oxnard.

SECTION 2. The Planning Commission in accordance with the California Environmental Quality Act (CEQA), finds that the proposed CEQA Threshold Guidelines attached herein will not result in any new significant environmental impacts and will not increase the severity of any previously identified impacts that were not addressed in the 2030 General Plan PEIR, and is exempt from CEQA under Guidelines section 15061(b)(3).

SECTION 3. Based on the findings set forth herein, the staff report, and the October 2024 CEQA Guidelines presented to the Planning Commission, the Planning Commission recommends that the City Council of the City of Oxnard adopt a resolution repealing Resolution 15,040 and approve the updated CEQA Threshold Guidelines (with the exclusion of the VMT maps) attached and incorporated herein by this reference to this Resolution.

SECTION 4. The Secretary shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 7th day of November 2024, by the following vote:

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Ronald Arruejo, 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 on the 7<sup>th</sup> day of November 2024, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

ATTEST: \_\_\_\_\_  
Joe Pearson II, AICP , Secretary

**Commissioner Steve Nash Comments on Draft CEQA Guidelines**  
**Study Session Item, Item G1**

**Page 2, 5) Analysis**

**Question:** Could the human environment (parking, crime, educational and employment opportunities) also be considered?

**Response -** The categories listed in the CEQA Guidelines are established by the State of California. Establishing new categories for CEQA which are outside of the State document exposes the City to legal risk, and must be justified through measures which are qualitative. For example, the Second District Court of Appeal has determined that a reduction in parking is usually a social impact and not an environmental impact (*Save Our Access—San Gabriel Mountains v. Watershed Conservation Authority* (2021) 68 Cal.App.5th 8). That said, the human environment is taken into consideration when a project is reviewed for consistency with the City's General Plan goals and policies, which establishes the City's framework for land use decisions related to safety, jobs, housing, education, noise, traffic and other quality of life factors.

**Page 4, Vehicle Miles Traveled (VMT)**

**Question:** Can the PC ask for LOS to be included as part of development review?

**Response:** VMT is now the standard for evaluating traffic within environmental documents. LOS will continue to be utilized as part of the development review process for a determination of consistency with the City's 2030 General Plan and traffic guidelines. If LOS deficiencies are identified, the City would still have the ability to require the project applicant to make roadway or intersection improvements, contribute to a fund, or similar approach. This is very similar to existing City protocol, only the process would occur outside the context of CEQA.

**Page 4, Energy**

**Question:** What constitutes "avoiding or reducing inefficient, wasteful or unnecessary consumption of energy"? Would this mandate all-electric buildings or a robust public transportation option to reduce VMT? Who would make those decisions, the State, City staff or the Planning Commission?

**Response:**

Energy efficiency is the practice of using less energy to achieve the same result. For example, LED lighting uses less energy to output the same amount of light compared to non-LED bulbs (i.e., fluorescent bulbs). If a project were to install non-LED lighting, it would be planning for inefficient, wasteful, or unnecessary use of energy. Projects in compliance will prioritize design choices that use less energy while operating as planned. Furthermore, inefficient energy consumption can be mitigated through project design alterations.

Generally a project that complies with current energy conservation standards of Title 24 of the California Building Code, including the California Energy Code and the California Green Building Standards Code, would be in compliance with this significance threshold. The City Council has decided not to “exceed” Title 24 through “reach codes” or standards that exceed the State requirements and therefore implementation of current regulatory standards is considered appropriate and to have fully addressed any energy impacts.

#### **Page 4, GreenHouse Gas (GHG)**

**Question:** When considering “GHG emissions as a cumulative impact”, how would the inevitable cumulative impact of any new development be mitigated?

**Response:** GHG is reduced through a variety of measures and means. For example, GHG can be mitigated through: 1. Project-level mitigation - meaning new development incorporates measures to reduce GHG emissions either through design or mitigation; 2. Regional planning - meaning coordinating with local agencies to align new developments with regional sustainability plans helps minimize cumulative impacts; and 3. Compliance with state and City regulations - ensuring developments comply with state regulations like SB 32 and AB 32, which mandate GHG reductions. All of these efforts can effectively help to mitigate cumulative impacts.

#### **Page 5, Wildfire**

**Question:** As in previous discussion with the PC, shouldn’t all urban-wildland interfaces, such as adjacent to rivers, washes and windrows, be considered “a very high fire hazard severity zone”?

**Response:** Fire severity zone maps are produced by the State of California and generally include the areas around rivers, etc. as these are seen as higher risk areas. There will be new maps being released by the State soon and will be evaluated by the City. The City Council will have to adopt the State released maps following a public review and comment period. Given that these maps



may change over time they will not be included in the CEQA Guidelines. Any strategies as a result of these maps will be incorporated into the City's Development Advisory Committee (DAC) review process. If needed, added conditions and design requirements will be imposed. Additionally, every five-years the City participates in an update to the Ventura County Multi-Jurisdictional Hazard Mitigation Plan. Plans to address wildfire risk throughout the County are planned for and addressed within this document.

Additionally, the City may choose to evaluate the potential wildfire impacts of a project regardless of its proximity to mapped fire hazard severity zones. The decision to proceed with this analysis would be dependent on project specifics, such as if the project has a high level of public controversy or is proximate to wildfire fuels despite being outside of a mapped fire hazard severity zone. However, projects that are generally not proximate to a mapped fire hazard severity zone are often considered to have no impact or less than significant impact based on the State CEQA Guidelines and the updated City CEQA Guidelines.

#### **Page 6, 1. Aesthetics and Urban Design (I)**

**Question:** Who decides "aesthetics"?

**Response:** Under CEQA, projects are reviewed for impacts to scenic resources identified in the General Plan, if a project degrades existing public views of a site, conflict with applicable zoning such as the City's objective residential design guidelines, or if a project creates substantial light and glare. The lead agency (through the PC or Council) is responsible for determining the significance of aesthetic impacts based on existing guidelines, regulations, and the specific context of the project. While the lead agency is the ultimate decision-maker, the decision-making process involves ample public input (feedback during public comment period, public meetings, etc.)<sup>3</sup>

#### **Page 6, 3. Air Quality (III)**

**Question:** Will DAC already impacted by pollution and listed in Cal-Enviro-screen still be burdened with diesel truck traffic and industry that impacts their air-shed?

**Response:** The State has established some of the most aggressive and robust clean air vehicle standards in the Country. Through implementation of clean air vehicles, and on road and off road heavy truck requirements air quality will be improved. Along with California Air Resource Board

(CARB) requirements and work with the Ventura County Air Pollution Control District, air quality improvements are being planned for and implemented.

#### **Page 9, 10. Hydrology and Water Quality (X)**

**Question:** If the California Department of Water Resources defines the groundwater basin underlying Oxnard as “critically overdrafted”, shouldn’t all new development have zero demand on groundwater? How would the City ensure that?

**Response:** The City Water Division manages its water supply through the 5-year Urban Water Management Plan (2020), ensuring a balanced water supply from City owned groundwater wells, groundwater purchased from United Water Conservation District, and imported water purchased from Calleguas Municipal Water District. New developments cannot have zero demand on groundwater because the City utilizes a blend of the City’s own groundwater sources (through City groundwater wells for potable water) and local groundwater sourced through United Water Conservation District. The City’s groundwater allocation is set by Fox Canyon Groundwater Management Agency. The City’s groundwater levels have actually increased in the last two years (according to the City’s Water Operations Manager).

#### **Page 11, 15. Public Services and Recreation (XV, XVI)**

**Question:** If a school district is failing its students in terms of test scores, is there any remedy offered by CEQA in the design phase of a big project?

**Response:** CEQA doesn’t directly address educational performance, but it can require an analysis of how a new project might affect local schools. For instance, increased population density from new housing can lead to overcrowding in schools, which could impact student performance. While CEQA can highlight potential impacts on educational facilities, it does not provide direct remedies for academic performance issues like low test scores.

#### **Page 11, 16. Transportation and Circulation (XVII) – Substantially Revised**

**Question:** If public transportation is failing our residents in terms of usability, cost and efficiency, is there any remedy offered by CEQA in the design phase of a big project?

**Response:** The Transportation section of the City’s CEQA Guidelines has been updated for consistency with the State CEQA Guidelines, especially regarding SB 743 pertaining to VMT. However, the Guidelines also require consideration of other transportation-related impacts, such

as inconsistencies with plans and programs addressing the circulation system, or potential transportation hazards, such as creating dangerous intersections. If potentially significant impacts were determined in association with conflicts with the City's Bicycle and Pedestrian Facilities Master Plan, for example, the CEQA document could require mitigation to modify the project to make it consistent, such as through the provision of crosswalks or bicycle lanes. In this sense, CEQA mitigation could be implemented that would require the project applicant to make transportation improvements that benefit the entire city.

**Page 149, CITY OF OXNARD GENERAL PLAN GOALS AND POLICIES RELATED TO CEQA SECTIONS**

**Comment:** This should be added as an amendment to our 2030 General Plan. Very useful!

**Response:** Attachment B to the CEQA Guidelines lists the goals and policies from the City's 2030 General Plan that apply to each environmental topic. As with all City programs and guidelines, the CEQA Guidelines are required to be consistent with the City's General Plan. Many of the 2030 General Plan goals and policies are discussed in the Background sections of each environmental topic. It is not appropriate to amend the City's General Plan to address the CEQA Section. The Attachment B is a good reference for planners and environmental consultants and is appropriate within the CEQA Guidelines.

**Page 540,**

**Question:** Will staff be giving a full presentation at our 10-17-24 meeting?

**Response:** The study session on 10/17/24 will provide an overview of the CEQA Guidelines and focus on four environmental topics that are being more substantially revised from the existing guidelines that were adopted in 2017. All of the updates to the City's CEQA guidelines are brought about to align with the current (2024) State CEQA Statute and Guidelines and the City's 2022 Climate Action and Adaptation Plan and implement State and City Council policy directives, respectively.



## PLANNING COMMISSION STAFF REPORT

**TO:** Planning Commission

**FROM:** Kathleen Mallory, AICP, Planning and Environmental Services Manager  
Heather Davis, Project Planner

**DATE:** October 17, 2024

**SUBJECT: Study Session:** Update to the City of Oxnard, California Environmental Quality Act (CEQA) Threshold Guidelines.

- 1) **Recommendation:** That the Planning Commission conduct a study session on the Draft updated CEQA Threshold Guidelines (herein referred to as CEQA Threshold Guidelines). Consultants will provide a presentation at the study session to explain the updates to the CEQA Threshold Guidelines and participate in an interactive discussion with the Planning Commission and the public.
- 2) **Project Description and Applicant:** The proposed project is an update of the City's CEQA Threshold Guidelines that were adopted by the City Council on June 27, 2017. The proposed CEQA Threshold Guidelines are consistent with the current (2024) State CEQA Statute & Guidelines. The applicant is the City of Oxnard, Community Development Department, 214 South C Street, Oxnard.
- 3) **Background Information:** CEQA was enacted by the State of California in 1970 to ensure the long-term protection of the environment and requires that public agencies analyze and disclose the physical effects of their actions on the environment. The Governor's Office of Planning and Research develops updates to the CEQA Statute & Guidelines to implement changes in response to changing legislation and legal actions and decisions. The CEQA Statutes & Guidelines are then implemented through an Initial Study checklist document. Completion of the Initial Study document for a project informs the type of environmental document to be prepared (known as the City's Initial Study Checklist form).

From time to time the State updates the State CEQA Statutes & Guidelines. It is common practice for a jurisdiction to take the State Statutes & Guidelines and adopt these locally, with augmentation to address unique environmental conditions in the local jurisdiction. The CEQA Threshold Guidelines provide guidance to staff, consultants, and the development community in preparing environmental documents for development projects. The City's CEQA Threshold Guidelines implement and supplement the State CEQA Statute & Guidelines and are used within the City's Initial Study and Environmental Review Checklist. The Environmental Review Checklist covers various environmental topics.

Consistent with State law, the CEQA Threshold Guideline amendments adopted by the City Council on June 27, 2017 added items in compliance with State law and added a process flow chart to assist City planners and the community in understanding and navigating the CEQA environmental review process. The proposed update to the City's CEQA Threshold Guidelines is to align the City's Guidelines with State Statutes & Guidelines.

- 4) Environmental Determination:** This project is Exempt from CEQA pursuant to CEQA in California Code of Regulations Section 15061(b)(3), which states that *“Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.”* (also known as the Common Sense Exemption). A Notice of Exemption will be attached to the hearing staff report.

**5) Analysis:**

**a) General Discussion:** The proposed CEQA Threshold Guidelines are intended to provide clear direction regarding how to carry out the CEQA environmental review process and what constitutes a significant environmental impact for projects in Oxnard. The proposed CEQA Threshold Guidelines are aligned with the current (2024) State Guidelines (CEQA Initial Study Checklist - Appendix G of the State CEQA Statute & Guidelines) but differ in some instances to reflect local conditions and issues and provide additional clarity and specificity with respect to analytical methodologies and standards to be used.

**b) Organization:** Threshold Guidelines implement and supplement the State CEQA Statute & Guidelines and are used within the City's Initial Study and Environmental Review Checklist. The Threshold Guidelines address the following environmental topics, which correlate with the environmental topic areas in Appendix G of the State CEQA Guideline as identified by number reference in parentheses:

1. Aesthetics and Urban Design
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils
8. Greenhouse Gas Emissions
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Population, Education, and Housing
15. Public Services and Recreation
16. Transportation and Circulation
17. Tribal Cultural Resources

- 18. Utilities
- 19. Wildfire

For each environmental topic area, the following information is provided:

- **Background.** This section summarizes key resources found in the City and identifies references or background information that may be consulted for more descriptions. As a general framework, the goals and policy statements from the 2030 General Plan, which apply to each environmental topic, are listed.
- **Significance Thresholds.** This section describes the criteria for each environmental issue area that can be used to determine whether a project impact could be significant.
- **Methods.** This section describes possible evaluation methodologies and other factors to assist in the determination of a significant impact.

The thresholds and methods contained in City's CEQA Threshold Guidelines are aimed primarily at "project-level" environmental reviews that address specific private development projects or City projects. In some cases, project-level thresholds and methods may not apply to program-level environmental reviews and may need to be adjusted as appropriate on a case-by-case basis. City staff will maintain discretion over the use of thresholds contained herein on program-level reviews.

**c) Key Changes:** As noted above, the City's CEQA Threshold Guidelines represent a comprehensive update of the City's current threshold guidelines that were adopted in 2017. Some of the most important changes are:

- Consideration of the current State CEQA environmental checklist, which includes new or substantially revised topics (such as Transportation & Circulation) and reflects updated significance thresholds; and
- Incorporation of updated CEQA thresholds of significance that reflect current federal, state, and local requirements and that are clear and, when feasible, measurable; and
- Inclusion of specific methodologies to be used for the analysis of each environmental issue area.

A summary of the revisions to each environmental issue/topic from the 2017 CEQA Threshold Guidelines is provided in Attachment A. Most of the revisions are minor in nature and brought about for consistency with the State CEQA Statutes and Guidelines, reorganization to align with State environmental issue area placement, or minor revisions to a threshold question. The following is a more detailed discussion on some of the larger changes to topic areas.

#### Vehicle Miles Traveled (VMT)

The most notable change to the CEQA Threshold Guidelines is an update to the thresholds and methodology used to determine Transportation & Circulation environmental impacts. Senate Bill (SB) 743 required agencies to change the way transportation impact studies are conducted in CEQA documents. Under SB 743, lead agencies are required to assess changes in vehicle miles traveled (VMT) rather than motorist delay and level of service (LOS) as the metric for CEQA impact determination. VMT is defined as the product of the number of



daily trips generated by a new development and the distance those trips travel to their destinations. Generally projects located in a low VMT area are presumed to have a less than significant impact on VMT and may be screened from requiring further VMT analysis. Affordable housing units in infill locations can be presumed to have a less than significant impact on VMT, absent substantial evidence to the contrary, and can be screened from requiring further VMT analysis. SB 743 does not prevent a city from continuing to analyze LOS as part of development review, General Plan conformance, or on-going network monitoring, but LOS will no longer constitute the basis for assessing CEQA impacts. Accordingly, the City CEQA Threshold Guidelines reflect a methodology for assessing VMT for development review within the City.

### Energy

Energy is a new Section in the 2024 State CEQA Initial Study Checklist (Appendix G of the State CEQA Statute & Guidelines) and therefore is considered a substantial change to the City's CEQA Threshold Guidelines. However, in 2017 the City proactively added threshold questions regarding Energy to the Utilities Section of the City's CEQA Threshold Guidelines. This addition addressed a requirement within Appendix F (Energy Conservation) of the State CEQA Guidelines to include a discussion of the potential energy consumption and/or conservation impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful or unnecessary consumption of energy. The 2017 City Threshold Guidelines included four questions on energy to determine if a development had a potentially significant impact. The 2024 State Checklist reduces the number of threshold questions to two questions that focus on impacts from inefficient or unnecessary consumption of energy resources and if the project conflicts with a State or local renewable energy plan. The City CEQA Threshold Guidelines mirror these two questions and include methodology to determine if a project creates a significant impact due to energy inefficiency or overconsumption, or if the project conflicts with the City Council approved Climate Action and Adaptation Plan (CAAP approved in 2022).

### GreenHouse Gas (GHG)

This section was titled "Climate Change and Greenhouse Gas Emissions" in the City's 2017 CEQA Threshold Guidelines. The section title was changed to be consistent with the 2024 State Checklist and minor changes were made to the threshold questions to be consistent with the 2024 State Checklist. With adoption of the City's CAAP, the methods section has been rewritten. The State CEQA Statutes & Guidelines generally address GHG emissions as a cumulative impact due to the global nature of climate change. [Pub. Resources Code, § 21083 (b)(2)]. As discussed in the GHG Methods section of the City CEQA Threshold Guidelines, the City will evaluate the significance of land use development projects' potential impacts with regard to GHG emissions and climate change solely on consistency with any plan, regulation or policy adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. Consistent with a best practice in how to evaluate GHG in CEQA, a table of "Key Project Attributes that Reduce GHG" from the California Air Resources Board (CARB) Scoping Plan has been added to the Methods section to evaluate project impacts. Projects that incorporate some of the key project attributes are consistent with the State's climate goal and can be assumed to have a less than significant impact from GHG emissions.

Wildfire

Wildfire is a new section in the City's CEQA Threshold Guidelines to be consistent with the 2024 State CEQA Checklist. Fire hazard was formerly addressed under the Hazards and Hazardous Materials section of the City's Initial Study Checklist form. Notably the City is not located in a very high fire hazard severity zone and therefore may rarely identify a project with a potentially significant Wildfire impact. Nevertheless, recent years have shown wildfire risk in urban areas to be increasing. Additionally, surrounding communities, including undeveloped hillsides areas north and east of the City, are within high or very high fire hazard severity zones. Therefore, Wildfire has been added to the City's CEQA Threshold Guidelines. The methodology discusses how to assess Wildfire hazard for a project.

**Attachments:**

- A. Summary of Revisions to Environmental Issue Areas
- B. Draft Oxnard CEQA Threshold Guidelines

Prepared by:

HD

Approved by:

KM

## ATTACHMENT A

**Revisions to Oxnard CEQA Threshold Guidelines - October 2024**

The following matrix lists the Environmental Issue Sections addressed in the Draft Oxnard CEQA Threshold Guidelines document, the corresponding section numbers (in parentheses) to the Environmental Checklist FORM in Appendix G of the State CEQA Guidelines, and the primary revisions to each Environmental Issue Section from the existing Oxnard CEQA Threshold Guidelines that were last updated in 2017.

| <b>Environmental Issue Sections*</b>      | <b>Revisions from the Existing 2017 City of Oxnard CEQA Significance Threshold Guidelines</b>                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. Aesthetics and Urban Design (I)</b> | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• The 2024 State CEQA Checklist (Appendix G of State CEQA Guidelines) reworded one threshold to distinguish between visual impact to public views in non-urbanized vs urbanized areas. The draft City Threshold Guidelines implement this change</li> <li>• Method was added for evaluating light/ glare</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>                                            |
| <b>2. Agricultural Resources (II)</b>     | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• The 2024 State CEQA Checklist Section II covers Agriculture and Forestry resources. An explanation has been include to the Background discussion on why Forestry analysis is not applicable in Oxnard</li> <li>• An existing significance threshold question regarding prime &amp; unique farmland was expanded to match the 2024 State Checklist</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> |
| <b>3. Air Quality (III)</b>               | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• The 2024 State Checklist removed a threshold question on if the project would violate federal or state air quality standards. The draft City Threshold Guidelines implement this change</li> <li>• The 2024 State Checklist slightly reworded three thresholds. The draft City Threshold Guidelines implement this change</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>                         |



| <b>Environmental Issue Sections*</b> | <b>Revisions from the Existing 2017 City of Oxnard CEQA Significance Threshold Guidelines</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>4. Biological Resources (IV)</b>  | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>Habitat conservation plan compatibility was moved from the Land Use and Planning Section [Section 11. Land Use and Planning (XI)], consistent with the 2024 State Checklist. The Methods Section includes additional analysis on if the project complies with OCC 17.31 Habitat Areas and 17.34 Wetland Restoration</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>None</li> </ul>                                                                                                                                                                                                    |
| <b>5. Cultural Resources (V)</b>     | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>The 2024 State Checklist moved Tribal Cultural Resources (TCR) to its own section [See Chapter 17. Tribal Cultural Resources (XVIII)]. The draft City Threshold Guidelines implement this change. Background and method regarding TRC have also been moved</li> <li>The 2024 State Checklist moved Paleontological Resources to Geology and Soils (Chapter 7). Background and method regarding paleontological resources have also been moved</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>None</li> </ul>                                                                          |
| <b>6. Energy (VI) – New Section</b>  | <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>This is a new Section in the 2024 State CEQA Checklist. However, in 2017 the City proactively added threshold questions regarding Energy to the Utilities Section to address a requirement within Appendix F (Energy Conservation) of the State CEQA Guidelines. Energy analysis has therefore been moved to this new section</li> <li>The 2024 State Checklist only includes two threshold questions rather than the four questions on Energy that the City had included in the Utilities Section of the City’s 2017 CEQA Thresholds Guidelines. The draft City Threshold Guidelines implement this change</li> </ul> |

| <b>Environmental Issue Sections*</b>                        | <b>Revisions from the Existing 2017 City of Oxnard CEQA Significance Threshold Guidelines</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>7. Geology and Soils (VII)</b>                           | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• The 2024 State Checklist moved Paleontological Resources to this Section from Cultural Resources (Chapter 5). Background and method regarding paleontological resources have also been moved</li> <li>• Tsunami impact analysis was moved from this chapter to Hydrology and Water Quality (Chapter 10), consistent with the 2017 and 2024 State Checklist</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>8. Greenhouse Gas Emissions (VIII) – Renamed Section</b> | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• This section was titled “Climate Change and Greenhouse Gas Emissions” in the City’s 2017 CEQA threshold guidelines. The section title was changed to be consistent with the 2024 State Checklist</li> <li>• The two thresholds were reworded slightly to be consistent with the 2024 State Checklist</li> <li>• The following City threshold from the 2017 guidelines was removed to be consistent with the 2024 State Checklist:             <ol style="list-style-type: none"> <li>2. Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increased fire hazard)?</li> </ol> </li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• The methods section has been rewritten. A table of key project attributes that reduce GHG from the California Air Resources Board Scoping Plan has been added. Projects that incorporate some of the key project attributes are consistent with the State’s climate goal and can be assumed to have a less than significant impact from GHG emissions</li> </ul> |
| <b>9. Hazards and Hazardous Materials (IX)</b>              | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• Wildfire analysis was moved to a new Wildfire section [See Section 19. Wildfire (XX)], consistent with the 2024 State Checklist</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| <b>Environmental Issue Sections*</b>       | <b>Revisions from the Existing 2017 City of Oxnard CEQA Significance Threshold Guidelines</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            | <ul style="list-style-type: none"> <li>• Airport analysis was moved from the Land Use and Planning section [Section 10. Land Use and Planning (XI)] to Hazards and Hazardous Material, consistent with 2024 State Checklist</li> <li>• The Methods section was updated to include discussion on airports, human health hazards and emergency response plans</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>10. Hydrology and Water Quality (X)</b> | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• Three threshold questions on violation of water quality standards, groundwater supply and drainage were reworded to match the State 2024 checklist</li> <li>• 2024 State Checklist added a threshold on obstructing implementation of a water quality control plan. Staff is recommending revision to the threshold question to be more specific to Oxnard by requiring compliance with the water quality basin plan for Oxnard in the LA regional Basin Plan for Coastal Watersheds of LA and Ventura County</li> <li>• Review of tsunamis risk was moved from Hazards to Hydrology, consistent with the State 2024 Checklist. The risk focuses on release of pollutants due to development in tsunami zone</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> |
| <b>11. Land Use and Planning (XI)</b>      | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• Airport analysis was moved to the Hazards and Hazardous Materials section [See Section 9. Hazards and Hazardous Materials (IX)], consistent with 2024 State Checklist. Background discussion and method regarding airport land use has also been moved</li> <li>• Habitat conservation plan compatibility was to the Biologic Resources Section [See Section 4. Biologic Resources (IV)], consistent with the 2024 State Checklist. Background and method regarding habitat conservation has also been moved</li> </ul>                                                                                                                                                                                                                                                                                        |



| <b>Environmental Issue Sections*</b>    | <b>Revisions from the Existing 2017 City of Oxnard CEQA Significance Threshold Guidelines</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                         | <ul style="list-style-type: none"> <li>The two remaining Land Use threshold questions have not changed</li> </ul> <u>Major Revisions</u> <ul style="list-style-type: none"> <li>None</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>12. Mineral Resources (XII)</b>      | <u>Minor/ Major Revisions</u> <ul style="list-style-type: none"> <li>None</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>13. Noise (XIII)</b>                 | <u>Minor Revisions</u> <ul style="list-style-type: none"> <li>The following threshold questions that were in the City's 2017 Threshold Guidelines were removed to be consistent with 2024 State Checklist:               <ol style="list-style-type: none"> <li>Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?</li> <li>Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?</li> <li>Would the project expose non-human species to excessive noise?</li> </ol> </li> <li>In the Methods section, a table on "Significance of Changes in Operational Roadway Noise Exposure" was removed, consistent with changes to the threshold questions</li> </ul> <u>Major Revisions</u> <ul style="list-style-type: none"> <li>None</li> </ul> |
| <b>14. Population and Housing (XIV)</b> | <u>Minor Revisions</u> <ul style="list-style-type: none"> <li>Threshold question on impact to Schools/Education resources was moved to the Public Services (Section 15) consistent with the 2024 State Checklist</li> <li>The following threshold questions from the 2017 Guidelines were removed to be consistent with the 2024 State Checklist:               <ol style="list-style-type: none"> <li>Would the project involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?</li> <li>Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing</li> </ol> </li> </ul>                                                                                                                                  |

| Environmental Issue Sections*                                                   | Revisions from the Existing 2017 City of Oxnard CEQA Significance Threshold Guidelines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                 | <p>units through demolition, conversion, or other means that may necessitate the development of replacement housing?</p> <ul style="list-style-type: none"> <li>• Addition of government code citations to clarify a housing definition</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>15. Public Services and Recreation (XV, XVI)</b></p>                      | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• Schools/Education threshold was moved from Population and Housing (Section 14) to this Section to be consistent with the 2024 State Checklist. Background and method regarding Schools/Education has also been moved</li> <li>• Recreation thresholds were expanded to differentiate impacts from increase in use of existing parks vs. impacts from construction of new recreational facilities, consistent with the 2024 State Checklist</li> <li>• Methods text has an expanded discussion on Fire and emergency response</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>               |
| <p><b>16. Transportation and Circulation (XVII) – Substantially Revised</b></p> | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• In Background, added new discussion on Senate Bill No. 743</li> <li>• Existing threshold question on if project conflicts with plans and programs was revised slightly to be consistent with 2024 State Checklist</li> <li>• No change to existing threshold questions regarding emergency access</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• New Threshold question regarding Vehicle Miles Traveled (VMT) (consistency with CEQA 15064.3) was added, consistent with 2024 State Checklist</li> <li>• Methodology substantially revised to focus on VMT rather than Level of Service (LOS)</li> </ul> |

| Environmental Issue Sections*                              | Revisions from the Existing 2017 City of Oxnard CEQA Significance Threshold Guidelines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>17. Tribal Cultural Resources (XVIII) – New Section</b> | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• This is a new Section in the 2024 State CEQA Checklist. However, in 2017 the City included threshold questions regarding Tribal Cultural Resources (TRC) in a Section Titled “Cultural Resources and Tribal Resources” to address the requirements of AB 52. Analysis of impacts to TRC has therefore been moved to this new section. Background and method regarding TRC have also been moved</li> <li>• The significance threshold question regarding TRC was revised to be consistent with the 2024 State Checklist</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul>                                                                                                  |
| <b>18. Utilities and Service Systems (XIX)</b>             | <p><u>Minor Revisions</u></p> <ul style="list-style-type: none"> <li>• Energy analysis was moved to a stand-alone Energy section [See Section 6, Energy (VI)] consistent with the 2024 State Checklist. Background and method regarding Energy have also been moved</li> <li>• The wording on significance thresholds for water supply and construction of expanded utilities was minorly revised to be consistent with the 2024 State Checklist</li> <li>• A new significance threshold was added regarding non-residential wastewater discharge, consistent with 2024 State Checklist</li> <li>• A discussion on the City’s existing water neutrality policy was added to the Method section</li> </ul> <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• None</li> </ul> |
| <b>19. Wildfire (XX) – New Section</b>                     | <p><u>Major Revisions</u></p> <ul style="list-style-type: none"> <li>• This is a new Section to be consistent with the 2024 State CEQA Checklist. Wildfire analysis was formerly addressed under the Hazards and Hazardous Materials section. The State has not classified the City as in a very high fire hazard severity zone. Nevertheless, recent years have</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                      |

| Environmental<br>Issue Sections* | Revisions from the Existing 2017 City of Oxnard<br>CEQA Significance Threshold Guidelines                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  | <p>shown wildfire risk in urban areas to be increasing. Therefore Wildfire is a stand-alone section under CEQA</p> <ul style="list-style-type: none"> <li>• The new Section includes four new significance threshold questions that are consistent with the 2024 State Checklist. The significance thresholds consider consistency with emergency plans, site conditions or improvements that might exacerbate wildfire risk, and exposure of people to wildfire risk</li> </ul> |





# City of Oxnard CEQA Significance Threshold Guidelines

October 2024

# CEQA THRESHOLD GUIDELINES

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| Attachment B City of Oxnard General Plan Goals and Policies Related to CEQA Sections    |  |
| Attachment C SB 743 VMT Implementation in Oxnard Memorandum - Methods and approach only |  |



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## ACRONYMS AND ABBREVIATIONS

|          |                                                                                      |
|----------|--------------------------------------------------------------------------------------|
| AAQS     | Ambient Air Quality Standards                                                        |
| AB       | Assembly Bill                                                                        |
| AASHTO   | American Association of State Highway and Transportation Officials                   |
| ACOE     | Army Corps of Engineers                                                              |
| AFY      | Acre-Feet per Year                                                                   |
| AQMP     | Air Quality Management Plan                                                          |
| BAU      | Business as Usual                                                                    |
| BEACON   | Beach Erosion Authority for Clean Oceans and Nourishment                             |
| CalEEMod | California Emissions Estimator Model                                                 |
| CAL FIRE | California Department of Forestry and Fire                                           |
| Caltrans | California Department of Transportation                                              |
| CARB     | California Air Resources Board                                                       |
| CAT      | Climate Action Team                                                                  |
| CCR      | California Code or Regulations                                                       |
| CEC      | California Energy Commission                                                         |
| CEQA     | California Environmental Quality Act                                                 |
| CERCLIS  | Comprehensive Environmental Response, Compensation, and Liability Information System |
| CMP      | Congestion Management Program                                                        |
| CMWD     | Calleguas Municipal Water District                                                   |
| CNDDB    | California Natural Diversity Database                                                |
| CNEL     | Community Noise Equivalent Level                                                     |
| dBA      | A-weighted decibels                                                                  |
| DOF      | Department of Finance                                                                |

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|                 |                                                           |
|-----------------|-----------------------------------------------------------|
| EIR             | Environmental Impact Report                               |
| ESA             | Environmental Site Assessment                             |
| FEMA            | Federal Emergency Management Agency                       |
| FIRM            | Flood Insurance Rate Map                                  |
| FCGMA           | Fox Canyon Groundwater Management Agency                  |
| FTA             | Federal Transit Administration                            |
| GHG             | Greenhouse Gas                                            |
| GPD             | Gallons per Day                                           |
| GSP             | Groundwater Sustainability Plan                           |
| HPMS            | Highway Performance Monitoring System                     |
| HRA             | Health Risk Assessment                                    |
| IS              | Initial Study                                             |
| ITE             | Institute of Transportation Engineers                     |
| LOS             | Level of Service                                          |
| LUST            | Leaking Underground Storage Tank                          |
| MAC             | Mobile Activity Center                                    |
| MGD             | Million Gallons per Day                                   |
| MND             | Mitigated Negative Declaration                            |
| MRF             | Materials Recovery Facility                               |
| ND              | Negative Declaration                                      |
| NESHAP          | National Emissions Standards for Hazardous Air Pollutants |
| NFIP            | National Flood Insurance Program                          |
| NO <sub>x</sub> | Nitrogen Oxides                                           |
| NOA             | Notice of Availability                                    |
| NOC             | Notice of Completion                                      |
| NOD             | Notice of Determination                                   |
| NOE             | Notice of Exemption                                       |
| NOI             | Notice of Intent                                          |

---

|        |                                                 |
|--------|-------------------------------------------------|
| NOP    | Notice of Preparation                           |
| NPDES  | National Pollutant Discharge Elimination System |
| OCC    | Oxnard City Code                                |
| OWWTP  | Oxnard Wastewater Treatment Plant               |
| OPL    | Oxnard Public Library                           |
| PAL    | Police Activities League                        |
| PPV    | Peak Particle Velocity                          |
| PRC    | Public Resources Code                           |
| RECS   | Recognized Environmental Conditions             |
| ROC    | Reactive Organic Compounds                      |
| SB     | Senate Bill                                     |
| SCAG   | Southern California Association of Governments  |
| SCH    | State Clearinghouse                             |
| SCS    | Sustainable Communities Strategy                |
| SHPO   | State Office of Historic Preservation           |
| TAC    | Toxic Air Contaminants                          |
| TDM    | Transportation Demand Management                |
| TRC    | Tribal Cultural Resource                        |
| UAS    | Upper Aquifer System                            |
| U.S.   | United States                                   |
| UWCD   | United Water Conservation District              |
| UWMP   | Urban Water Management Plan                     |
| VCAPCD | Ventura County Air Pollution Control District   |
| VMT    | Vehicle Miles Traveled                          |
| WSA    | Water Supply Assessment                         |



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## INTRODUCTION AND ORGANIZATION OF DOCUMENT

### LEGAL BACKGROUND

The City of Oxnard (City) California Environmental Quality Act (CEQA) Significance Threshold Guidelines (Threshold Guidelines) inform the public, project applicants, consultants, and City staff of the threshold criteria and methodologies used in determining whether a project (individually or cumulatively with other projects) could have a significant effect on the environment. These Threshold Guidelines also provide direction for completing an Initial Study (IS) and determining the environmental documentation process for individual projects subject to CEQA. CEQA is more fully described in Sections 21000-21189 of the California Public Resources Code (PRC) and the *CEQA Guidelines* (Section 15000-15387 of Title 14, Chapter 3 of the California Code of Regulations; CCR), both of which are incorporated by reference into the Threshold Guidelines.

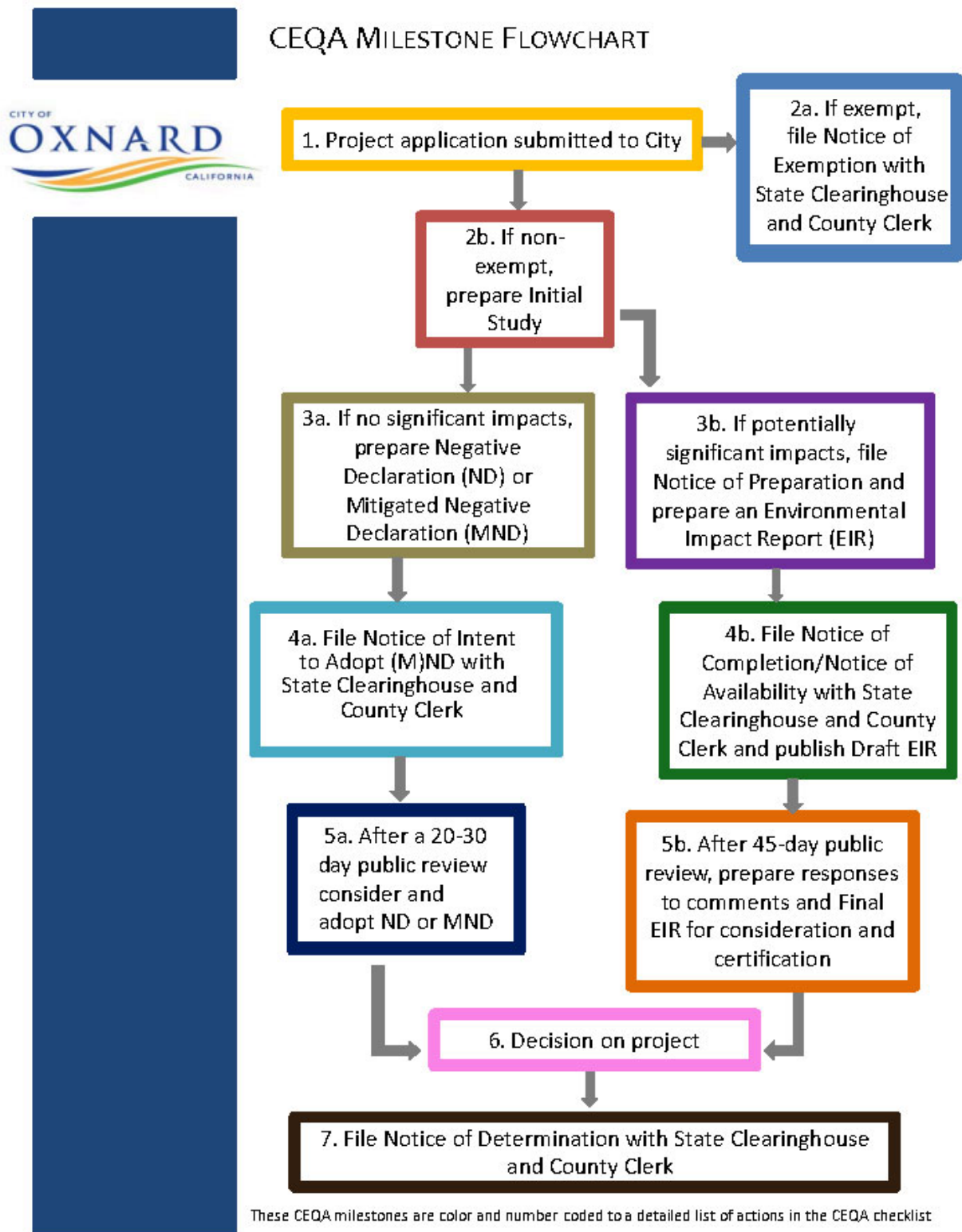
According to Section 15022(a) of the *CEQA Guidelines*, each public agency shall adopt objectives, criteria and specific procedures consistent with CEQA and the *CEQA Guidelines* for administering its responsibilities under CEQA. The City's Threshold Guidelines contained within this document are to be used in conjunction with the *CEQA Guidelines*. If there is a conflict between the *CEQA Guidelines* and the Threshold Guidelines, the more specific criteria or procedure shall apply. The Threshold Guidelines comply with CEQA requirements in that they establish methodologies and thresholds to be used in the preparation of negative declarations/mitigated negative declarations (ND/MND), draft and final environmental impact reports (EIR), responding to comments, filing of documents, and providing time periods for performing functions under CEQA.

### OBJECTIVE

The purpose of the Threshold Guidelines is to identify the specific procedures and provisions adopted by the City of Oxnard to implement and comply with the requirements of CEQA, consistent with the *CEQA Guidelines*.

CEQA requires the analysis of discretionary projects to disclose their potential effects on the environment and to allow public participation in the environmental review process. Figure 1 provides a generalized flow chart of the environmental review process. Of primary importance during the implementation of CEQA is the identification of "significant" or "potentially significant" impacts which would occur as a result of a proposed project, as this determines the level of review required and the need for mitigation measures to reduce or eliminate significant adverse project impacts. Figure 2 is a process checklist which corresponds to the flow chart, providing detailed guidance regarding the project-specific environmental review process.

For projects needing discretionary approval from the City, the department granting the primary approval generally prepares the CEQA documentation and administers the CEQA process. The "City of Oxnard" is named as the Lead Agency on behalf of all CEQA documents prepared by the City. Technical oversight of the CEQA process is typically provided by the Planning Division of the Community Development Department. The City may also be a Responsible Agency and/or provide comments on CEQA documents prepared by other agencies. Therefore, the Threshold Guidelines may be also considered in preparing comments on CEQA documents prepared by other agencies.

**Figure 1 Environmental Review Process Flowchart**

**Figure 2 City of Oxnard CEQA Process Checklist**

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Yes No Complete N/ A |    |          |      | Notes |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----|----------|------|-------|
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Yes                  | No | Complete | N/ A |       |
| 1   | <b>Project application submitted to City</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                      |    |          |      |       |
|     | <ul style="list-style-type: none"> <li>Evaluate CEQA requirements and incorporate CEQA timelines into your project early!</li> <li>Inform applicants of CEQA requirements and potential schedule and budget considerations as soon as determined so they can incorporate into their expectations</li> </ul>                                                                                                                                                                                                        |                      |    |          |      |       |
|     | Does the project require discretionary action? Does the City have the authority to deny the requested permit or approval?                                                                                                                                                                                                                                                                                                                                                                                          |                      |    |          |      |       |
| 2a. | Is this a project under CEQA: 1) an activity directly undertaken by the City, 2) an activity supported in whole or in part through contracts, grants, subsidies, loans, or other forms of assistance from the City, or 3) an activity that involves the issuance by the City to a person of a lease, permit, license, certificate, or other entitlement? (PRC Section 21065).                                                                                                                                      |                      |    |          |      |       |
|     | <b>Is the project exempt from CEQA?</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |    |          |      |       |
|     | Exempt by statute (CEQA Guidelines Section 15260 to 15285)?                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                      |    |          |      |       |
|     | Categorically exempt (CEQA Guidelines Section 15300 to 15333)?                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                      |    |          |      |       |
|     | Does an exception to an exempt category apply to the project? (CEQA Guidelines Section 15300.2)? If yes, prepare an IS per Step 2b.                                                                                                                                                                                                                                                                                                                                                                                |                      |    |          |      |       |
|     | For CEQA-exempt projects, electronically file Notice of Exemption (NOE) with the State Clearinghouse (SCH) and County Clerk upon project approval. Filing of the NOE starts a 35-day statute of limitations.                                                                                                                                                                                                                                                                                                       |                      |    |          |      |       |
|     | For some CEQA-exempt projects, including those that are particularly controversial, those that have substantial community or decision-maker interest, or in the instance when the eligibility for an exemption or applicability of an exception to exemption are unclear, staff or a consultant can prepare an exemption report providing documentation of the specific environmental impacts relevant to an exemption or exception. An example is the common Class 32 Exemption report which analyzes each of the |                      |    |          |      |       |



|            | topics listed under that exemption (CEQA Guidelines Section 15332).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes | No | Complete | N/A | Notes |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----------|-----|-------|
| <b>2b.</b> | <p><b>If non-exempt, prepare IS</b></p> <p>Staff decides whether the IS and subsequent CEQA documentation will be prepared in-house or by a consultant. If the latter, staff drafts a request for proposals, either for a specific consultant or several consultants to submit competing bids.</p> <p>If the need for EIR is clear, the IS may be skipped (but may be performed optionally). Proceed to Step 3b.</p> <p>When the need for the IS is determined, begin informal consultation, if deemed necessary, with all Responsible Agencies and Trustee Agencies for recommendations on whether to prepare an EIR or Negative Declaration (CEQA Guidelines Section 15063).</p> <p>Pursuant to Assembly Bill (AB) 52, commence Tribal Consultation.</p> <p>If the project qualifies for streamlining as a non-exempt Infill Project, prepare Infill Checklist (CEQA Guidelines Section 15183.3).</p> <p>For non-infill projects, prepare IS using the City's CEQA IS Checklist (See Attachment A)</p> <p>Select appropriate determination in the City's CEQA IS Checklist (ND, MND, EIR, focused EIR, or no further documentation).</p> |     |    |          |     |       |
| <b>3a.</b> | <p><b>If no significant impacts, prepare a Negative Declaration or Mitigated Negative Declaration</b></p> <p>Based on the findings of the IS (i.e., the project would not have a significant effect on the environment or the project as revised [including through the incorporation of mitigation] would not have a significant effect on the environment), prepare ND or MND (CEQA Guidelines Section 15070).</p> <p>Prepare ND or MND using City template, attach IS (CEQA Guidelines Section 15071).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |     |    |          |     |       |
| <b>3b.</b> | <b>If potentially significant impacts, file Notice of Preparation and prepare EIR</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |    |          |     |       |

Yes No Complete N/A Notes

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
|  | Based on the findings of the IS (i.e., the project would have a potentially significant and unmitigable effect on the environment) or if a decision was made by the City to forego preparation of an IS, staff or consultant prepares a Notice of Preparation (NOP) of a Draft EIR using City template. Project Planner reviews NOP.                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |
|  | <ul style="list-style-type: none"> <li>Project Planner or consultant to file NOP with SCH and County Clerk (CEQA Guidelines Section 15082; PRC Sections 21080.4 and 21092.3). Send NOP to Responsible, Trustee agencies, interested Tribes, and, if desired, other interested agencies or groups and members of the public. For SCH, file NOP along with the Notice of Completion (NOC), the SCH Summary Form (Form F), and the IS digitally on CEQA Submit. City staff or consultant will mail NOP to additional optional recipients (e.g., property owners/residents).</li> </ul> |  |  |  |  |  |  |  |
|  | Send NOP via certified mail, email, or other equivalent method (e.g. CEQA Submit) that provides a record of receipt to SCH, County Clerk, and other interested local and state agencies (PRC Section 21080.4). NOPs must be posted to Oxnard's website <sup>1</sup> (PRC Section 21092(b)(3)) Keep receipts in the project's administrative record. Certified mail not required for additional optional recipients.                                                                                                                                                                 |  |  |  |  |  |  |  |
|  | Consultant or Project Planner begins preparation of EIR using City of Oxnard thresholds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |
|  | Within 30 days of receipt of NOP, each responsible and trustee agency and the Office of Planning and Research may respond to the City with specific detail about the scope and content of the EIR as it pertains to each agency's area of statutory responsibility. Staff must save these in the project's administrative record and provide to the consultant as applicable for inclusion in EIR appendix and consideration in EIR preparation.                                                                                                                                    |  |  |  |  |  |  |  |
|  | <ul style="list-style-type: none"> <li>For projects of statewide, regional, or areawide significance (defined in CEQA Guidelines Section 15206), conduct at least one scoping meeting. For projects of statewide, regional, or areawide significance, notice of the required scoping meeting must be sent to bordering cities and counties, responsible agencies,</li> </ul>                                                                                                                                                                                                        |  |  |  |  |  |  |  |

<sup>1</sup> Local agencies must comply with all applicable statutory and regulatory requirements related to the Americans with Disabilities Act for documents posted and made available on internet websites

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes | No | Complete | N/A | Notes |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----------|-----|-------|
|     | <p><i>public agencies with jurisdiction by law with respect to the project, transportation planning agencies (if highways or other DOT facilities would be affected), and any organization or individual who has filed a written request for the notice (PRC Section 21083.9).</i></p> <p>Scoping meeting is optional, but recommended for projects not meeting the definition of statewide, regional, or areawide significance. If a scoping meeting is required, Project Planner to mail notice of the scoping meeting to radius circulation list and other interested parties, if not already noticed in the NOP (preferred). City staff or consultant to schedule a meeting room for a public scoping meeting. If a consultant is preparing the EIR, Project Planner emails NOP responses to the consultant as they arrive for inclusion in Draft EIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |     |    |          |     |       |
| 4a. | <p><b>File Notice of Intent to Adopt ND/MND with SCH and County Clerk</b></p> <p>Prepare Notice of Intent to Adopt a ND or MND (NOI) using City template. Staff or consultant will prepare the NOI.</p> <ul style="list-style-type: none"> <li>Notify public through one or more of the following means:             <ol style="list-style-type: none"> <li>publish notice in local newspaper with general circulation, 2) post notice on- and off-site, or 3) direct mail notice to owners and occupants of all contiguous property.</li> </ol> </li> </ul> <p>Project Planner prepares newspaper advertisement consistent with NOI language using the advertisement template and sends it to City staff or consultant five business days prior to publication. Advertisement must include a link to the NOI and IS/ND/MND on the City website. The NOI and IS/ND/MND must be posted to the City's website prior to the newspaper advertisement being published.</p> <p>Project Planner provides NOI and circulation list (including 600-foot radius list) to City staff or consultant. City staff or consultant mails NOI to circulation/radius list, including State agencies and interested Tribes. Staff mails NOI to the last known name and address of all organizations and individuals who have previously requested such notice in writing.</p> <ul style="list-style-type: none"> <li>File Notice of Intent with County Clerk and SCH, which starts a minimum 20-day public review period, or a minimum of 30 days if the state agency is lead, responsible, or trustee agency or has jurisdiction by law, or the project is of statewide, regional, or areawide</li> </ul> |     |    |          |     |       |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |          |     |       |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |          |     |       |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |          |     |       |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |          |     |       |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |          |     |       |

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes | No | Complete | N/A | Notes |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----------|-----|-------|
|     | significance. Consultant or staff files NOI with the County Clerk.<br>File NOI/IS/ND/MND along with NOC/Document Transmittal Form digitally on CEQA Submit (CEQA Guidelines Section 15073(d)). Filing NOI with the SCH starts a 20 or 30-day public review period (see bullet point above for difference). For projects that have regional or areawide environmental significance, send NOI/IS/ND/MND to the Southern California Association of Governments (SCAG; CEQA Guidelines Section 15206(a)(1)).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |    |          |     |       |
| 4b. | <b>File Notice of Completion and Notice of Availability (NOA) with SCH and County Clerk and publish Draft EIR</b><br><br>Publish and File NOA and NOC: <ul style="list-style-type: none"> <li>File NOC using City template with Draft EIR with SCH on CEQA Submit. Filing the NOC with the SCH begins a minimum 30-day public review period, or minimum 45-day public review period if the state agency is the lead, responsible, or trustee agency, the state agency has jurisdiction by law with respect to the project, or the project is of sufficient statewide, regional, or areawide significance.</li> <li>File NOA of Draft EIR with County Clerk.</li> <li>Distribute the NOA to the public through one of the following means: 1) publish notice in local newspaper with general circulation, 2) post notice on- and off-site, or 3) direct mail notice to owners and occupants of all contiguous property (CEQA Guidelines Section 15087).</li> <li>Publish Draft EIR and make copies of the Draft EIR and NOA available at City Planning offices and other City approved distribution locations, including the City website.</li> <li>Public hearings on the Draft EIR are encouraged but not required (CEQA Guidelines Section 15087(i)).</li> </ul> <b>After a 20–30-day public review, consider and adopt Final ND or MND</b> <ul style="list-style-type: none"> <li>Prepare adoption findings for the decision maker(s) (that the City finds on the basis of the whole record before it that there is no substantial evidence that the project will</li> </ul> |     |    |          |     |       |
| 5a. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |    |          |     |       |



|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes | No | Complete | N/A | Notes |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----------|-----|-------|
|     | have a significant effect on the environment) (CEQA Guidelines Section 15074).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |     |    |          |     |       |
|     | Decision-makers consider the ND or MND together with any comments received during the public review process. Include all comments on the ND or MND and responses to those comments, if applicable, in the final ND or MND, or otherwise include as part of the project's administrative record. Though not required, responding to comments is recommended. Specify in the project administrative record the location and custodian of the documents that constitute the record of proceedings upon which the decision is based (PRC Section 21167.6).                                                                                                                                                                                                                                                                                                                                                        |     |    |          |     |       |
|     | When adopting an ND/MND, also prepare and adopt a Mitigation Monitoring and Reporting Program (MMRP) using the City template (CEQA Guidelines Section 15074(d)). The MMRP can be an appendix to the ND/MND or can be presented to decision-makers as a stand-alone document.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |     |    |          |     |       |
|     | Adoption of an ND/MND may happen at a prior hearing or at the same hearing as the decision in the project itself.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |     |    |          |     |       |
| 5b. | <b>After 45-day public review, prepare responses to comments and Final EIR for consideration and certification</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |     |    |          |     |       |
|     | Evaluate comments on environmental issues received from persons who reviewed the Draft EIR and prepare a written response. Responses to comments may take the form of revisions to the Draft EIR, a separate section in the Final EIR, or both: <ul style="list-style-type: none"> <li>• Provide a written proposed response to public agencies on comments made by that agency at least 10 days prior to certifying the EIR (CEQA Guidelines Section 15088(b)). Keep a copy of certified mail or digital read receipts in the project administrative record.</li> <li>• Prepare Final EIR, prepare Findings (CEQA Guidelines Section 15091), and, if applicable, a Statement of Overriding Considerations (CEQA Guidelines Section 15093), and provide Final EIR with Findings and Statement of Overriding Considerations, if applicable, to decision-makers for consideration and certification.</li> </ul> |     |    |          |     |       |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |     |    |          |     |       |

|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Yes | No | Complete | N/A | Notes |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----------|-----|-------|
|   | <ul style="list-style-type: none"> <li>Prepare and adopt MMRP to accompany Final EIR (CEQA Guidelines Section 15097).</li> </ul> <p>Certification of an EIR may happen at a prior hearing or at the same hearing for which the decision regarding the project is considered.</p>                                                                                                                                                                                                                                                  |     |    |          |     |       |
| 6 | <p><b>Decision on a Project</b></p> <p>Decisionmakers determine whether or how to approve or carry out a project.</p>                                                                                                                                                                                                                                                                                                                                                                                                             |     |    |          |     |       |
| 7 | <p><b>File Notice of Determination (NOD) with SCH and County Clerk</b></p> <ul style="list-style-type: none"> <li>File NOD using City template with County Clerk within 5 working days after deciding to carry out or approve the project.</li> <li>Post NOD on the City website.</li> </ul> <p>File NOD with SCH. Filing the NOD starts a 30-day statute of limitations.</p> <ul style="list-style-type: none"> <li>Pay California Department of Fish and Wildlife filing fee or provide Certificate of Fee Exemption</li> </ul> |     |    |          |     |       |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |    |          |     |       |

The Threshold Guidelines apply only to those non-exempt projects subject to CEQA that require an IS, ND, MND, or EIR. The Threshold Guidelines apply to both public and private residential, commercial, institutional, industrial, and infrastructure projects. Most screening criteria and significance thresholds also apply to broader planning-related activities or master-planned developments, specific plans, and zone changes.

The Threshold Guidelines are presumed to be authoritative with exceptions allowed based on evidence in the record where: 1) the preponderance of qualified expert independent judgment relevant to the project at hand conclusively establishes an alternative threshold; 2) new substantive and authoritative information would lead to updating the threshold; or 3) a legislative or pre-emptive threshold supersedes the present Threshold Guideline(s). These Threshold Guidelines, the *CEQA Guidelines*, and other references describe the requirements of the CEQA process for projects in the City and should be consulted as part of the CEQA review of all projects in the City.

## OVERVIEW OF THE ENVIRONMENTAL REVIEW PROCESS

As previously described, Figure 1 generally summarizes the environmental review process. Any activity that meets the criteria for a project as defined by the *CEQA Guidelines* (Section 15378) and is either directly undertaken by or will need a discretionary approval from a public agency must undergo the environmental review process (unless exempt from CEQA).

## DOES CEQA APPLY TO MY PROJECT?

As a preliminary step in the environmental review process, a proposed project is reviewed to determine whether CEQA applies. CEQA does not apply to, and therefore no environmental document is required for, an activity that:

- Is not considered a “project” as defined in the *CEQA Guidelines* (Section 15378),
- Is exempt from CEQA by statute or categorical exemption (Section 15260 – 15333),
- Is of such a type or scope that one can see with certainty there is no possibility that the project will have a significant effect on the environment (*CEQA Guidelines* Section 15061(b)(3)),
- Does not involve the exercise of discretionary powers by a public agency (*CEQA Guidelines* Section 15060 (c)(1)), or
- Will not result in a direct or reasonably foreseeable indirect physical change in the environment (*CEQA Guidelines* Section 15060 (c)(2)).

If preliminary review indicates CEQA applies, the proposed project must undergo further environmental review, including one or more of the following activities.

## Assess Potential Significant Impacts

Once it has been determined CEQA applies to a proposed action, the CEQA environmental review process continues with the preparation of an IS using the City’s *CEQA Guidelines*, the IS checklist (Attachment A to these Guidelines) to determine whether the proposed project would result in a significant effect on the environment. If the IS determines the proposed project would not have a significant impact on the environment, a ND can be prepared. If the IS determines the proposed project could have a significant impact on the environment, but all identified potentially significant adverse environmental impacts could be avoided or reduced to a less-than-significant level through modifications

in the project description and/or the adoption of mitigation measures as conditions of approval for the project, then a MND is prepared and the project proponent agrees to revisions and/or mitigation measures in writing. Conversely, if the project proponent disagrees with these project revisions and/or mitigation measures or if the IS results in a determination there is substantial evidence the project, individually or cumulatively, would or may cause a significant effect on the environment, then an EIR is required.

The City of Oxnard adopted the 2030 General Plan in October 2011, which was last updated in October 2021. The 2030 General Plan EIR was certified in October 2011. The EIR provides a programmatic environmental review of the 2030 General Plan which serves as a first-tier environmental document for projects within the City that are consistent with the 2030 General Plan. To the degree feasible, the 2030 General Plan EIR can be used to wholly or partially meet the CEQA environmental review requirements for individual projects. In instances where a project is entirely consistent with the 2030 General Plan and would not have any site-specific environmental impacts not identified in the 2030 General Plan EIR, the City may determine additional CEQA review is not required. In instances where a project only involves “minor technical changes” from what is envisioned in the 2030 General Plan and the project would not have any new significant impacts or increased the severity of previously identified significant impacts, an Addendum to the Final EIR may be prepared in accordance with Section 15164 of the *CEQA Guidelines*. In instances where a project would or may have site-specific significant environmental impacts not identified in the 2030 General Plan EIR, a supplemental or subsequent MND or EIR would typically be required in accordance with Section 15162 and 15163 of the *CEQA Guidelines*. The Statement of Overriding Considerations adopted for the 2030 General Plan can be used for future projects, which are consistent with the General Plan, when the project’s impacts are part of the unavoidably significant impact identified in the 2030 General Plan EIR.

## **Prepare Appropriate Environmental Document**

For projects where an Addendum is to be prepared, the City will prepare (or oversee the preparation of) a document which describes the nature of the minor technical changes to the previously approved project, describes how the changed project would not have any new or increased severity significant impacts, and briefly explains the decision not to prepare a supplemental or subsequent MND or EIR. The Addendum does not need to be circulated for public review, but must be considered by City decision-makers alongside the original environmental document, pursuant to *CEQA Guidelines* Section 15164(d), prior to making a decision on the project.

For projects where an ND or MND is to be prepared, the City will prepare (or oversee the preparation of) a document that includes:

1. A brief description of the project
2. The location of the project and the name of the project proponent
3. A statement explaining why the project would not have a significant impact on the environment
4. An attached copy of the completed CEQA IS Checklist
5. Changes in the project description and/or mitigation measures, if any, included in the project to avoid potentially significant effects (MND only).

If an EIR is required, the City will prepare (or oversee the preparation of) a document describing all potentially significant environmental effects of the proposed project and the mitigation measures and



alternatives considered to lessen or avoid those effects (consistent with the *CEQA Guidelines* Section 15084). The EIR must include all of the components described in Article 9 of the *CEQA Guidelines*.

## Public Review of Environmental Document and Final Document

Upon completion of a draft ND/MND or EIR, copies are circulated to all interested public agencies and private individuals for review and comment. Typical review periods are 20-30 days for a ND or MND and 30-45 days for an EIR. Upon completion of the public review period, the City is responsible for compiling all written comments in accordance with the *CEQA Guidelines*, preliminarily determining whether the environmental document contains all the necessary elements and analysis as set forth in the *CEQA Guidelines* and complies with other procedural and substantive CEQA requirements, drafting the necessary findings for each of the significant impacts, and finalizing the EIR document. In the case of an ND/MND, written responses to written comments are recommended but are not required, and City decision-makers must consider the comments received. For EIRs, written responses must be prepared for all written comments received during the public review period for the Draft EIR.

The final environmental document is submitted to the advisory body required by statute or ordinance to review the project, if any, and then to the decision-making body, as well as all responsible agencies, for consideration during the approval phase of the project. The decision-making body must certify that it has reviewed and considered the information contained in the environmental document and, if it is the lead agency, that the document has been prepared in compliance with CEQA. The decision-making body must make certain findings related to the environmental document (*CEQA Guidelines* Sections 15074, 15090, 15091, and 15093) before it can approve or carry out a project.

## ORGANIZATION OF DOCUMENT

The Threshold Guidelines are arranged by issue area, generally in the same order in which the issues appear in the *CEQA Guidelines* Appendix G IS Checklist. The environmental issues addressed in this document and the corresponding section numbers from the Appendix G IS Checklist are listed below.

|                                         |                                               |
|-----------------------------------------|-----------------------------------------------|
| 1. Aesthetics and Urban Design (I)      | 11. Land Use and Planning (XI)                |
| 2. Agricultural Resources (II)          | 12. Mineral Resources (XII)                   |
| 3. Air Quality (III)                    | 13. Noise (XIII)                              |
| 4. Biological Resources (IV)            | 14. Population and Housing (XIV)              |
| 5. Cultural Resources (V)               | 15. Public Services and Recreation (XV, XVI)  |
| 6. Energy (VI)                          | 16. Transportation and Circulation (XVII)     |
| 7. Geology and Soils (VII)              | 17. Tribal Cultural Resources (XVIII)         |
| 8. Greenhouse Gas Emissions (VIII)      | 18. Utilities and Service Systems (XIX)       |
| 9. Hazards and Hazardous Materials (IX) | 19. Wildfire (XX)                             |
| 10. Hydrology and Water Quality (X)     | 20. Cumulative Impacts and Mandatory Findings |

For each environmental issue area, the following information is provided:

- **Background.** This section summarizes key resources for the topic and identifies references or background information that may be consulted for more information. The goals and policy statements from the 2030 General Plan that apply to each environmental topic are listed in Attachment B.
- **Significance Thresholds.** This section describes the criteria for each environmental issue area that can be used to determine whether a project impact could be significant.

- **Methods.** This section describes possible evaluation methodologies and other factors to assist in the determination of a significant impact.

The thresholds and methods contained herein are aimed primarily at “project-level” environmental reviews that address specific private projects or City projects. In some cases, project-level thresholds and methods may not apply to program-level environmental reviews and may need to be adjusted as appropriate on a case-by-case basis. City staff will maintain discretion over the use of thresholds contained herein on program-level reviews.

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# 1. AESTHETICS AND URBAN DESIGN

## 1.1 BACKGROUND

The 2030 General Plan Goals and Policies document identifies three broad categories of aesthetic resources (in Section 1.7, *City Overview*):

- **Local Waterways.** The primary waterway in the City is the Santa Clara River, which forms part of the northern boundary of the City. Over 4,000 acres of high-quality riparian habitat are present along the entire length of the river, whose large sediment deposits contribute to Pacific Ocean beaches. Smaller waterways and drainage channels traverse the City, providing natural scenery and wildlife habitat. Many of these local waterways are visible from several viewpoints along local roadways.
- **Agricultural Greenbelts.** The Oxnard-Camarillo Greenbelt and the Oxnard-Ventura Greenbelt largely define the City's northern, eastern, and western boundaries. These areas are intended for long-term agricultural use and generally cannot convert to urban development without voter approval.
- **Beaches and Coastline.** Beaches and coastline are recognized as the City's primary natural scenic resource, with two State beaches located within the City: McGrath State Beach and Mandalay Beach State Park. City, County, and State beaches provide views of the Pacific Ocean and the offshore Channel Islands on clear days. Other visual resources in the Coastal Zone include tall sand dunes near Mandalay Beach and the wetlands in the Ormond Beach area. In order to preserve the aesthetic quality of the City's coastline, the City's Coastal Land Use Plan guides development along the Coastal Zone.

With respect to scenic highways, the General Plan Background Report notes there are no California Department of Transportation (Caltrans) Designated Scenic Routes in the City. The General Plan Background Report lists several other roadway segments that:

*"...the City, in conjunction with Ventura County and the City of Port Hueneme has selected routes for the City's Scenic Highway System."* (City of Oxnard General Plan Background Report, 2006: 5-26, 5-41)

Most of these routes have scenic value because they allow views into the regionally important scenic resources – waterways, agricultural greenbelts, beaches and coastline. Other routes are also identified as important view corridors by virtue of providing important access routes in the community (City of Oxnard General Plan Background Report, 2006: 5-25). The routes identified as scenic are shown in Figure 3 and listed below.

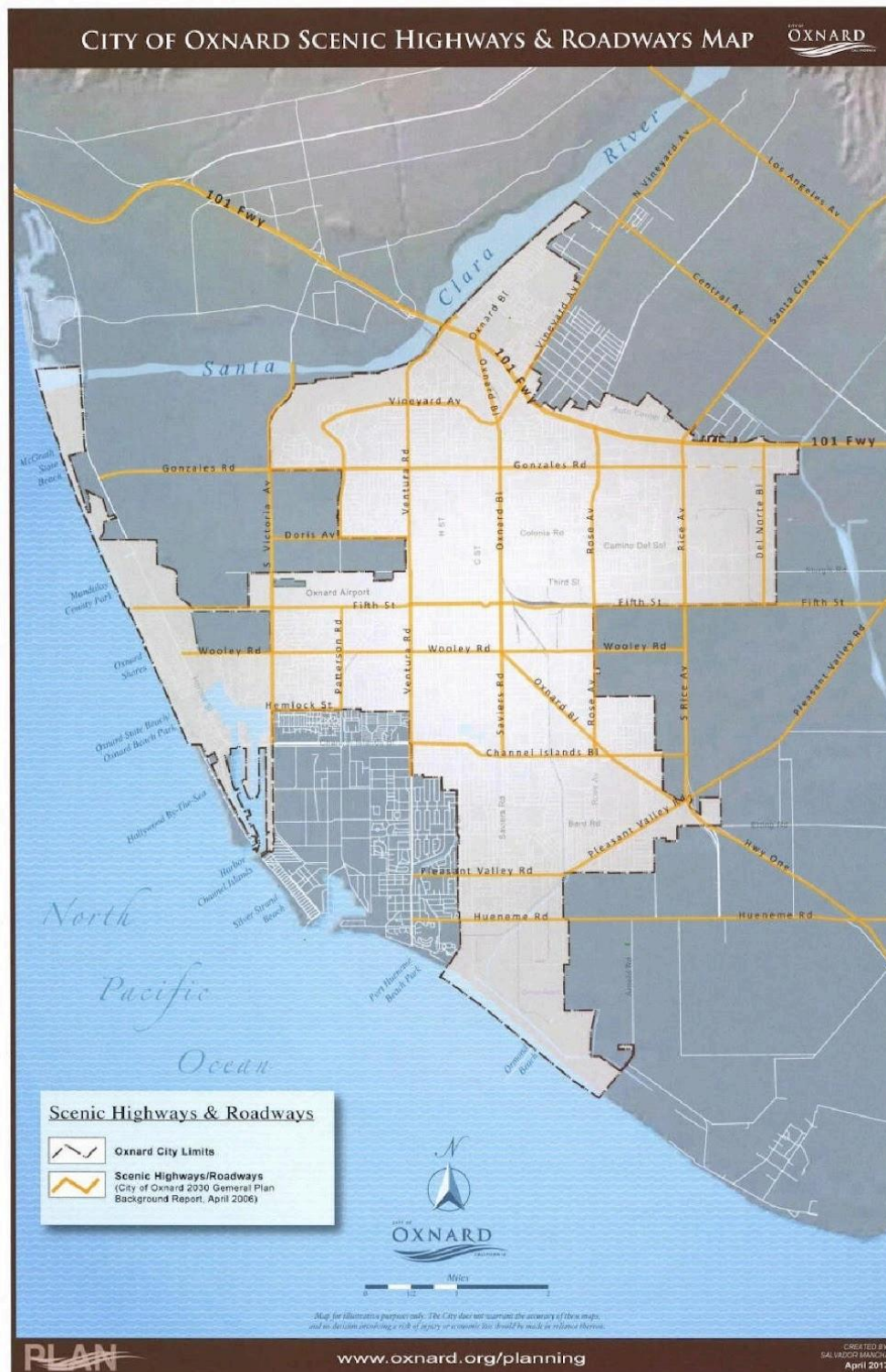
- Los Angeles Avenue through Oxnard's City limits
- Vineyard Avenue between Los Angeles Avenue and Patterson Road



- Oxnard Boulevard between U.S. Route 101 (Ventura Freeway) and Point Mugu
- Victoria Avenue between the Santa Clara River and Channel Islands Boulevard, continuing east on Channel Islands Boulevard to Victoria Avenue
- U.S. Route 101 through Oxnard's City limits
- Fifth Street between Mandalay Beach Road and Revolon Slough
- Central Avenue between Vineyard Avenue and Santa Clara Avenue
- Santa Clara Avenue between U.S. Route 101 and the City limit's boundary
- Gonzales Road between Harbor Boulevard and Del Norte Boulevard
- Wooley Road between Harbor Boulevard and Rice Avenue
- Channel Islands Boulevard between Ventura Road and Rice Avenue
- Pleasant Valley Road between Port Hueneme city limits and State Route 1
- Hueneme Road between Port Hueneme city limits and State Route 1
- Del Norte Boulevard between U.S. Route 101 and Fifth Street
- Rose Avenue between U.S. Route 101 and State Route 1
- Rice Avenue between U.S. Route 101 and State Route 1
- Saviers Road between Oxnard Boulevard and Channel Islands Boulevard
- Ventura Road between U.S. Route 101 and Teakwood Street
- Patterson Road between Fifth Street and Hemlock Street and between Vineyard Avenue and Doris Avenue
- Doris Avenue between Victoria Avenue and Patterson Road

Urban landscape areas are also considered an important visual resource; particularly where neighborhoods have retained many of their original buildings and architectural features and where park or plaza features provide open space (City of Oxnard General Plan Background Report 2006: 5-41, 5-42, Figure 5-7, 5-8).

Policies from the 2030 General Plan that relate to maintaining and enhancing scenic resources are found throughout the various chapters in the 2030 General Plan Goals and Policies. Those relating to the evaluation of aesthetic resources are summarized in Table 1 of Attachment B.

**Figure 3 City of Oxnard Scenic Routes**

## 1.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant aesthetic impact. A “no” response to all questions indicates that there would be no significant impact with respect to aesthetics.

1. Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?
2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?
3. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings such as by creating new development of other physical changes that are visually incompatible with surrounding areas? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality, such as visual resource policies contained in the 2030 General Plan or other City planning document?
4. Would the project add to or compound an existing negative visual character associated with the project site?
5. Would the project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?

Note that pursuant to the PRC, aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area are not considered significant impacts on the environment. Transit priority areas are those areas within one-half mile of an existing or planned Major Transit Stop, which are defined as “an existing rail or bus rapid transit station; a ferry terminal served by either a bus or rail transit service; or, the intersection of two or more major bus routes with a frequency service interval of 15 minutes or less during the morning and afternoon peak commute periods,” pursuant to PRC Section 21064.3.

## 1.3 METHODS

Include a discussion of the effect of the proposed project on scenic resources, and evaluation to determine whether the effect would be significant. Several systems for evaluating visual resources are used by various agencies. Depending on the nature of the resource and the complexity of the project, these systems can range from simple informal evaluations to complex analyses. They all involve describing three essential items or components of the visual resource analysis:

- **The nature and quality of the visual resource.** Any of the significant visual resources, as identified in the 2030 General Plan Goals and Policies or in the General Plan Background Report, that may be affected by the proposed project should be noted and described. This would include local waterways, agricultural greenbelts, beaches and coastlines, scenic roadways, and well-preserved urban landscapes associated with historic neighborhoods and parks and open plazas.

- **The viewpoint and the identity of the viewers and their sensitivity to changes in the view.**

Viewers who would be the most sensitive to alterations in the landscape or existing views would be residents or visitors enjoying the recreational uses in open spaces, beaches, coastal areas, or scenic roadways viewing these areas. People using smaller parks, open spaces, or plazas within urban areas would also be sensitive to the views of urban landscapes in the area.

- **The effect of the proposed project in altering the nature of the view.** A project component that introduces a man-made feature that contrasts strongly with the existing natural or cultural landscape affecting sensitive viewers would normally have a significant impact. The impact may be project-specific if the project is inharmonious or discordant with the existing landscape, or if it would introduce a feature that blocks views of important resources, even if the view is already partially blocked. The effect may also be part of a cumulative impact if it occurs in combination with similar projects or man-made features that adversely affect the same visual resource.

- **Analysis on the proposed project creating a source of substantial light or glare.** For a project that introduces a new lighting source or glare such as from new, shiny surfaces like galvanized metal and other materials. This would require evaluation of a proposed project to determine if the project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Would the project be inconsistent with City's Lighting Standards?



## 2. AGRICULTURAL RESOURCES

### 2.1 BACKGROUND

Ventura County is recognized as one of the principal agricultural counties in the state, with annual gross revenues from the sales of agricultural commodities of approximately two billion dollars (County of Ventura 2011, County of Ventura 2021). Ventura County consistently ranks among the highest in agricultural revenues of the 58 counties in the state. Agriculture generates a substantial number of jobs ranging from crop production to processing, shipping and other related industries.

The seasonal row crop production pattern throughout western Ventura County is divided into two general categories: cool season and warm season crops. The cool season crops are generally harvested from fall through spring or early summer and include: broccoli, cauliflower, celery, lettuce, and spinach. The warm season crops are harvested from mid-summer through fall and include: Fordhook green lima beans, snap beans, cucumbers, peppers, and tomatoes. Year around crops include: cabbage (all year), strawberries (early spring to early summer), and lemons (January to mid-June). Fruit and nut crops and vegetable crops comprise the most valuable crop groups. Strawberries are consistently among the leading crops in revenue. Other high value crops include citrus fruits, raspberries, and nursery stock. Based on information in the General Plan Background Report (City of Oxnard 2006: Table 3-5), over 24,500 acres within the City was designated for Agricultural use, which is just over half of the entire City.

The California Department of Conservation prepares maps of important farmland throughout the state, based on categories of agricultural land defined by the U.S. Department of Agriculture land inventory and monitoring criteria, and regularly reports on the conversion of farmland to other uses (pursuant to Government Code Section 65570). The categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance designations are often referred to collectively as "Important Farmlands". The General Plan Background Report (City of Oxnard 2006, Table 5-7) indicates there are approximately 23,000 acres of land meeting this definition within Oxnard .

The 2030 General Plan EIR concluded the ultimate development of land, consistent with the land use designations of the 2030 General Plan, would result in the conversion of 2,215 acres of Important Farmlands to other uses (City of Oxnard General Plan EIR, 2009: 2.3-2, Table 5-1, Figure 5-1). This anticipated conversion of land was identified as a significant impact (Impact 5.5-1). Several aspects of the 2030 General Plan Goals and Policies were identified as contributing to the preservation of agricultural lands. Even with implementation of these goals and policies, however, the 2030 General Plan EIR concluded the conversion of important farmland to non-agricultural uses would have a significant and unmitigable impact.

The 2030 General Plan EIR analyzed several other issues related to the preservation of agricultural lands and concluded for each of these issues there would be a less than significant impact associated with implementing the 2030 General Plan. The conclusion is based primarily on implementation of policies within the 2030 General Plan, and associated requirements of the zoning ordinance and other programs designed to minimize conflicts between other land uses and agriculture and to address the planned conversion of agricultural lands to other uses within the structure of land use planning in Oxnard.

The Agricultural Greenbelts between Oxnard and Camarillo to the east, and between Oxnard and the unincorporated areas of Ventura County, factor prominently in growth management, land use planning, and other resource values described in the 2030 General Plan. Goals and policies from the 2030 General Plan that relate to agricultural resources and their preservation are listed in Table 2 of Attachment B.

The *CEQA Guidelines* Appendix G IS Checklist also includes an assessment of forestry resources with two significance thresholds related to forestry. However, there are no forestry resources within the City, as the City is either classified as Urban and Built-Up or Farmland (California Department of Conservation 2016). Therefore, forestry resources are not discussed further in this document and are not required to be assessed as part of CEQA documents prepared in Oxnard.

## 2.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant agricultural resource impact. A “no” response to all questions indicates that there would be no significant impact to agricultural resources.

1. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
2. Would the project conflict with existing zoning for agricultural use or an existing Williamson Act contract?
3. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?

## INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE? 2.3

### METHODS

A project may have direct and/or indirect effects related to the conversion of agricultural land to other uses. Direct effects would occur if the project would occur on existing farmland and would result in the development of a different use such as a residential neighborhood or shopping center. The identification of important farmland should be based on City mapping (City of Oxnard 2009: Figure 5-1) or on mapping available from the California Department of Conservation

(<http://www.conservation.ca.gov/dlrp/fmmp/Pages/Ventura.aspx>; <https://maps.conservation.ca.gov/dlrp/ciff/>).

The determination of whether a specific project would have a significant and unmitigable impact relative to the direct conversion of important farmland requires judgment and the consideration of factors unique to the specific project. For most projects – those consistent with the 2030 General Plan land use designations – no new analysis or discussion will be necessary. Reference may be made to the following 2030 General Plan EIR conclusion:

**Impact 5.5-1** The Project would result in the conversion of important farmland to non-agricultural uses, which was determined to be a significant and unmitigable impact at the General Plan level

If the project site is within a Williamson Act contract preserve, then development is not possible without removing the property from the preserve status. The 2030 General Plan EIR assumes the normal regulatory procedures for ending preserve status under the Williamson Act would be followed and, in that case, no additional mitigation would be necessary, and the potential impact would be less than significant.

Indirect effects that may lead to conversion of nearby farmlands to developed uses are usually caused by land use compatibility issues. Policies from the 2030 General Plan intended to reduce such incompatibility include CD-6.1 and ER-12.11, related to providing adequate agricultural buffer areas, and ER-12.2 that involves supporting right-to-farm policies in Ventura County. Examples of measures that could be used to help minimize the potential for incompatibility with agricultural uses may be found in the County of Ventura Agricultural/Urban Buffer Policy (County of Ventura 2006) and in the Ventura County right-to-farm ordinance (Ordinance No. 4151 adopted in 1997).

### 3. AIR QUALITY

#### 3.1 BACKGROUND

Background information regarding air quality and the regulation of air pollutants is provided in the General Plan Background Report (City of Oxnard 2006: Section 5.7), the most recent Ventura County Air Pollution Control District (VCAPCD) Air Quality Management Plan (AQMP) (VCAPCD 2022), and the Air Quality Assessment Guidelines (VCAPCD 2003: Sections 1 and 2). For regulatory purposes, air pollutants are generally divided into two categories: those for which federal and California Ambient Air Quality Standards (AAQS) have been established (known as criteria air pollutants), and those for which no specific numerical standards are established, but which are known to cause acute or chronic health effects (toxic air contaminants, or TAC). For criteria pollutants, each air basin in the state, including Ventura County, is classified as being in “attainment” or “nonattainment” with respect to the various federal and California AAQS. The purpose of the AQMP is to identify the strategy and measures intended to achieve attainment with the applicable federal ozone standard, and to document other compliance efforts as required by both the federal and California Clean Air Acts.

The criteria pollutants ozone and particulate matter are of most concern in California. Ozone is an oxidant that can directly affect the lungs causing respiratory irritation and possible changes in lung function and can also damage vegetation and other materials. It is formed in the atmosphere by precursors emitted primarily from man-made sources. Vehicle exhaust is a substantial source of ozone precursors, including nitrogen oxides (NO<sub>x</sub>) and reactive organic compounds (ROC).

Particulate matter includes dust and other small particles originating from man-made and natural sources. It is further classified by size: PM<sub>10</sub> includes particulate matter with a diameter less than 10 microns and PM<sub>2.5</sub> refers to dust/particulates that are 2.5 microns in diameter or smaller.

For the major pollutants of concern, the most recent (2023) status of the South Central Coast Air Basin – in terms of attaining the federal and California ambient air quality standards – is summarized as follows:

Level of Compliance with Federal Ambient Air Quality standard:

| Major Pollutants of Concern | Compliance with Federal Ambient Air Quality Standards |
|-----------------------------|-------------------------------------------------------|
| 8-hour Ozone                | Nonattainment                                         |
| PM <sub>10</sub>            | Unclassified                                          |
| PM <sub>2.5</sub>           | Unclassified/Attainment                               |
| Carbon Monoxide             | Unclassified/Attainment                               |
| NO <sub>x</sub>             | Unclassified/Attainment                               |



Level of Compliance with State Ambient Air Quality standard:

| Major Pollutants of Concern | Compliance with State Ambient Air Quality Standards |
|-----------------------------|-----------------------------------------------------|
| Ozone                       | Nonattainment                                       |
| PM <sub>10</sub>            | Nonattainment                                       |
| PM <sub>2.5</sub>           | Attainment                                          |
| Carbon Monoxide             | Attainment                                          |
| NO <sub>x</sub>             | Attainment                                          |

As of 2023, the South Central Coast Air Basin is in attainment with, or is unclassified with respect to, all other federal and State ambient air quality standards, except Ozone and Particulate Matter (PM<sub>10</sub>). [VCAPCD - Air Quality Standards](#) or California Air Resources Board (CARB) [Maps of State and Federal Area Designations](#) should be consulted for updated information. Current designations are maintained by CARB at: <https://www.arb.ca.gov/desig/adm/adm.htm>.

Sources of air pollution are divided into two main categories: stationary and mobile. Stationary sources are those emission sources, such as industrial processes, burning crop residuals, and exposed soils/minerals (source of dust or PM<sub>10</sub>) that are fixed in place. Within Oxnard, stationary-source pollutants include ozone precursors associated with local industrial processes and PM<sub>10</sub> emissions associated with road dust, burning, construction and demolition activities, and fuel combustion (at stationary locations, such as industry and residences). Wildfires are natural sources of PM<sub>10</sub> emissions. Many stationary sources are subject to permit requirements under federal and State law, and in Oxnard these permits are administered by VCAPCD. Refer to the most recent version of VCAPCD Air Quality Assessment Guidelines for a listing of common equipment and processes that require permit review by VCAPCD.

The primary source of mobile emissions is vehicles (automobiles, passenger trucks, trucks, and buses). Vehicle exhaust is a major source of ozone precursors and is regulated by federal and State laws governing vehicle emissions. Review procedures and planning programs are designed to assure vehicle use and travel distances are minimized, as a way of minimizing vehicle emissions.

The 2030 General Plan Program EIR concluded buildout of the 2030 General Plan land use designations, and traffic volumes as predicted in the modeling performed for the 2030 General Plan, would have a significant and unavoidable impact with respect to two air quality issues:

**Impact 5.7-2** The Project would result in a cumulative increase of criteria pollutants in a non-attainment basin.

**Impact 5.7-4** The Project could expose sensitive receptors to substantial pollutant concentrations.

Other potential air quality effects considered in the 2030 General Plan EIR but considered less than significant with the application of routine mitigation measures included the exposure of sensitive land uses to construction-related air quality emissions (Impact 5.7-1), potential conflict with implementation

of the applicable air quality plan (Impact 5.7-3), and the potential to create objectionable odors affecting a substantial number of people (Impact 5.7-5).

The 2030 General Plan contains policy statements related directly or indirectly to reducing emissions of air pollutants. Policies related to minimizing energy consumption and to developing alternative energy sources are considered part of the overall approach to reducing air pollution. The same is true for policies designed to reduce vehicle trips and to minimize vehicle trip distances. Many of these policies are intended primarily to reduce greenhouse gas emissions, but also help to reduce emissions of criteria pollutants as well. These policies are listed in Table 3 of Attachment B.

### 3.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a significant air quality impact. A “no” response to all questions indicates there would be no significant impact with respect to utilities.

1. Would the project conflict with or obstruct implementation of the Ventura County AQMP?
2. Would the project result in a cumulatively considerable net increase of any criteria air pollutant in excess of quantitative thresholds recommended by VCAPCD?
3. Would the project expose sensitive receptors to substantial pollutant concentrations?
4. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

### 3.3 METHODS

Additional guidance in determining the potential significance of air emissions from a project is provided by VCAPCD Air Quality Assessment Guidelines (Section 3.3). Specific numerical criteria applicable to the City and other guidance in determining significance are summarized below.

#### Ozone and Ozone Precursors

For both Reactive Organic Compounds (ROC) and Nitrogen Oxides (NO<sub>x</sub>), VCAPCD recommends use of a threshold of 25 pounds per day for operational emissions. An emissions inventory program (such as the latest version of the California Emissions Estimator Model [CalEEMod]) should be used to estimate the amounts of pollutants associated with a project. As a screening tool, VCAPCD Air Quality Assessment Guidelines provide a listing of project sizes likely to result in emissions above the 25 pounds per day thresholds. For example, a development involving single family detached housing for the year 2025 with 284 dwelling units or more would likely exceed the threshold. The screening limits for other land uses and for future years are found in Appendix F of the most recent version of VCAPCD's Air Quality Assessment Guidelines.

#### Cumulative Impacts

The cumulative effect of a project with respect to compliance with the ozone standard is based on a determination of project-specific AQMP Consistency. The general approach is described in VCAPCD's Air Quality Assessment Guidelines (page 3-3) as follows:

*A project with emissions of two pounds per day or greater of ROC, or two pounds per day or greater of NO<sub>x</sub> that is found to be inconsistent with the AQMP will have a significant cumulative adverse air*

*quality impact. A project with emissions below two pounds per day of ROC, and below two pounds per day of NO<sub>x</sub>, is not required to assess consistency with the AQMP.*

Guidance for determining consistency with the AQMP is also provided in VCAPCD's Air Quality Assessment Guidelines (Section 4.2). For projects located in the City, which is one of the "growth areas" identified in the Air Quality Assessment Guidelines, this determination occurs in two steps:

1. Determine whether the project conforms to the General Plan.
2. Determine the estimated population of the City and compare this estimate with the population "target" used in the most recent AQMP Population Forecasts. Regional forecasts for the City population, which are used for transportation and air quality planning purposes, may be a more current example. These forecasts are available from the SCAG at <https://scag.ca.gov/growth-forecasting>.

## Fugitive Dust

VCAPCD has not recommended a specific numerical criterion for fugitive dust. The qualitative threshold is described in VCAPCD's Air Quality Assessment Guidelines (Section 3.3.2):

*A project that may be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (see California Health and Safety Code, Division 26, §41700) will have a significant adverse air quality impact.*

Most of the concern regarding fugitive dust focuses on construction activities, and measures to minimize dust generation from grading and construction. More information is provided in VCAPCD's Air Quality Assessment Guidelines (Sections 6.2 and 7.4.1).

## San Joaquin Valley Fever

From VCAPCD's Air Quality Assessment Guidelines (Section 6.3):

*VCAPCD has not recommended a quantitative threshold for a significant San Joaquin Valley Fever impact. However, listed below are factors that may indicate a project's potential to create significant Valley Fever impacts:*

- *Disturbance of the topsoil of undeveloped land (to a depth of about 12 inches)*
- *Dry, alkaline, sandy soils*
- *Virgin, undisturbed, non-urban areas*
- *Windy areas*
- *Archaeological resources probable or known to exist in the area (Native American midden sites)*

- *Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass)*
- *Non-native population (i.e., out-of-area construction workers)*

*The lead agency should consider the factors above that are applicable to the project or the project site.*

## Asbestos

The U.S. Environmental Protection Agency and the State of California list asbestos as a TAC. Potential exposure to asbestos is most likely to occur in conjunction with the demolition of buildings constructed before 1979. Demolition or renovation activities involving asbestos materials are subject to the National Emissions Standards for Hazardous Air Pollutants regulations. Rule 62.7 in VCAPCD Rules and Regulations relates to demolition and renovation activities involving asbestos.

## Other Toxic Air Contaminants

Most projects will not involve a substantial source of TAC. Those that would emit TAC are likely subject to the permit authority of VCAPCD and the analysis of any TAC and their potential impact should be coordinated with VCAPCD permit requirements. One source of TAC not directly regulated by VCAPCD is diesel exhaust from heavy trucks. If a project would create a major concentration of heavy truck traffic for a long period of time or involves sensitive receptors that may be exposed to substantial concentrations of truck traffic or other sources of TAC (e.g., within 500 feet of U.S. Route 101), then the toxic effects of diesel particulate matter or aerial-based lead may be of concern. If TACs are a concern, then a health risk assessment (HRA) may be needed. An HRA involves the use of an air quality dispersion model and procedures and input values approved by VCAPCD. The following criteria are used to determine the significance of a potential health risk impact:

- For cancer causing contaminants: a lifetime probability of contracting cancer is greater than 10 in one million as identified in the HRA.
- For non-carcinogenic pollutants: a Hazard Index of greater than 1, as identified in the HRA.

## Odors

VCAPCD has not recommended a specific numerical criterion or procedure for odors. The qualitative threshold is described in VCAPCD Air Quality Assessment Guidelines (Section 3.3.2):

*A qualitative assessment indicating that a project may reasonably be expected to generate odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (see California Health and Safety Code, Division 26, §41700) will have a significant adverse air quality impact.*

VCAPCD Air Quality Assessment Guidelines provide a definition of significant odor impact in terms of the numbers of complaints received – but this is of no predictive value in assessing new projects. There is a tabulation of “screening distances” in the Air Quality Assessment Guidelines (Table 6-3) for various



odorous land uses that may cause an odor impact at receptor locations. The distances are all one or two miles, and are associated with a wide variety of industrial, agricultural, and waste management facilities.

## 4. BIOLOGICAL RESOURCES

### 4.1 BACKGROUND

Oxnard contains a variety of biological communities that provide habitat for both rare and common species. These habitats are mostly human-modified habitats, with the vast majority of the City including mostly urban, industrial, or agricultural production areas. In some areas (especially in the northern part of the City), a series of industrial oil fields within agricultural lands exists. Native habitats exist mostly on the edges of the City (e.g., Santa Clara River, coastal areas).

For the purposes of these guidelines, a sensitive biological resource is defined as follows:

- A plant or animal currently listed by a State or federal agency(ies) as endangered, threatened, rare, protected, sensitive or a Species of Special Concern or federally listed critical habitat;
- A plant or animal currently listed by a State or federal agency(ies) as a candidate species or proposed for State or federal listing;
- A habitat under the jurisdiction of a State or federal resource agency that is responsible for resource protection (e.g., California Department of Fish and Wildlife, U.S. Fish and Wildlife Services, U.S. Army Corps of Engineers, National Marine Fisheries Service); or
- A locally designated or recognized species or habitat.

The 2030 General Plan includes policies that address avoiding impacts to the sensitive biological resources in the City. These are listed in Table 4 of Attachment B.

### 4.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant biological resource impact. A “no” response to all questions indicates there would be no significant impact to biological resources.

1. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
2. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
3. Would the project have a substantial adverse effect on state or federally protected waters of the U.S. (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?

4. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
5. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
6. Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

### 4.3 METHODS

A physical description of the project site should be provided, including acreage, topography, presence of sensitive features (e.g., wetlands, flowing, standing or ephemeral water sources, rock outcroppings, caves, etc.), major habitats and vegetation communities present, potential presence of wildlife populations, sensitive resources, migration corridors, and relationship to the surrounding land should be included in the analysis. This should include the following:

- In marine environments, description of the presence or absence of tidal wetlands, the bottom topography and depth, access to open ocean systems, information on existing biota, and the existence of movement or migration corridors of marine mammals
- Description of the potential for existing sensitive resources, based upon review of current biological reference documents, including the California Natural Diversity Database, federal and State agency lists, regulatory statutes, and applicable City documents
- Preparation of or reference to baseline assessments of potential occurrence of sensitive resources (from literature and existing resource databases) and conduct a field reconnaissance survey, as needed

Surveys should be performed during appropriate seasons, and should include all significant resource elements, including corridor and habitat linkages, with an assessment of the nature of their occurrence (e.g., resident, transient, migratory, etc.). Species inventories should include organisms observed during surveys, along with those reasonably expected to occur over time, with a listing of sensitive biological resources and their agency status, including federal, State, and local sensitivity listing.

The following questions should be considered as part of the analysis:

- Do known individuals or populations of a sensitive species use or inhabit the site during one or more seasons of the year, according to readily available published accounts, the project proponent and/or property owner?
- Is the project site immediately adjacent to undeveloped natural open space containing native vegetation or does the site appear to serve as a buffer between existing development and more natural habitat areas? Could it be part of a movement corridor or habitat linkage system?
- Is a natural water source, such as a lake, river, vernal pool, ephemeral stream, marsh, or the ocean present on or adjacent to the site?

- Is the project site relatively undisturbed or undeveloped, that is, free of structures, agricultural fields, pavement, etc.? Is it free of regular maintenance activities such as disking or clearing, maintenance and repair of linear utilities, maintenance or repair of roads, or maintenance and repair of municipal reservoirs and associated infrastructure?
- Does the project comply with City ordinances, specifically Oxnard City Code (OCC) Section 17.31, Habitat Areas, and Section 17.34, Wetland Restoration Plan, if applicable?

## 5. CULTURAL RESOURCES

### 5.1 BACKGROUND

The earliest residents of the region were the Chumash Indians, known for their well-constructed canoes, fine basket work, and one of the most complex hunter-gatherer cultures. The Ventureño Chumash occupied the area from Topanga Canyon northwest to San Luis Obispo. European presence began in 1542 when Portuguese explorer Juan Rodríguez Cabrillo sailed into Point Mugu lagoon and described the area as “the land of everlasting summers.” After a number of Spanish explorations, Mission San Buenaventura was established in 1782 as a midway point between the San Diego and Monterey Missions. Additional background on Tribal Cultural Resources is provided in Chapter 17.

By the late 19th century, the agriculture potential of the Oxnard Plain became more and more evident. More crops were rotated in with lima beans, including sugar beets, barley, and citrus. In addition, this success in the sugar beet industry led to the construction of the American Sugar Beet Factory in La Colonia. The local farming industry quickly reoriented to focus on the sugar beet industry, which created unprecedented economic growth.

A town quickly developed near the beet factory to provide services for the factory and its workers. The Oxnard Improvement Company was created in 1898 to design the townsite, focused around a town square called “the Plaza” (presently Plaza Park). Businesses and residences were constructed around the town square, followed by schools and churches. Incorporated in 1903, the City of Oxnard took its name from the Oxnard Brothers who founded the local sugar beet factory.

### Cultural Resource Regulation

#### *California Register of Historical Resources*

The California Register of Historical Resources (California Register) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The California Register helps government agencies identify, evaluate, and protect California’s historical resources, and indicates which properties are to be protected from substantial adverse change (PRC Section 5024.1(a)). The California Register is administered through the State Office of Historic Preservation (SHPO), which is part of the California State Parks system.

A cultural resource is evaluated under four California Register criteria to determine its historical significance. A resource must be significant at the local, State, or national level in accordance with one or more of the following criteria set forth in the *CEQA Guidelines* at Section 15064.5(a)(3):

1. It is associated with events that have made a significant contribution to the broad pattern of California’s history and cultural heritage;
2. It is associated with the lives of persons important in our past;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. It has yielded, or may be likely to yield, information important in prehistory or history.



In addition to meeting one or more of the above criteria, the California Register requires sufficient time must have passed to allow a “scholarly perspective on the events or individuals associated with the resource.” Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource according to SHPO publications. The California Register also requires a resource to possess integrity, which is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.” Archaeological resources can sometimes qualify as “historical resources” [*CEQA Guidelines*, Section 15064.5(c)(1)]. In addition, PRC Section 5024 requires consultation with SHPO when a project may impact historical resources located on State-owned land.

Two other programs are administered by the State: California Historical Landmarks and California “Points of Historical Interest.” California Historical Landmarks are buildings, sites, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. California Points of Historical Interest are buildings, sites, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value.

### **Human Remains**

Section 7050.5 of the California Health and Safety Code states in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner’s authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. Please see Chapter 17, Tribal Cultural Resources for human remains that are of Native American origin. The Native American Heritage Commission will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. State CEQA Guidelines Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

### **CEQA**

CEQA requires historical resources and unique archaeological resources be taken into consideration during the CEQA review process (PRC Section 21083.2). If feasible, adverse effects to the significance of historical resources must be avoided, or significant effects mitigated (*CEQA Guidelines* Section 15064.5[b][4]).

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (PRC Section 21084.1). A historical resource is a resource listed, or determined to be eligible for listing, in the California Register; a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (*CEQA Guidelines*, Section 15064.5[a][1-3]).

According to CEQA, all buildings constructed over 50 years ago and that possess architectural or historical significance may be considered potential historical resources. Most resources must meet the 50-year threshold for historic significance; however, resources less than 50 years in age may be eligible

for listing on the California Register if it can be demonstrated sufficient time has passed to understand their historical importance.

### **2030 General Plan**

Policies from the 2030 General Plan designed to preserve and maintain City historic places and neighborhoods are listed in Table 5 of Attachment B.

## **5.2 SIGNIFICANCE THRESHOLDS**

An affirmative answer to any of the following questions typically indicates a potentially significant cultural resource impact. A “no” response to all questions indicates there would be no significant impact to cultural resources.

1. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5?
2. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5?
3. Would the project disturb any human remains, including those interred outside of formal cemeteries?

## **5.3 METHODS**

Questions that should be considered in developing responses to the above thresholds include:

- Would the proposed project occur in an area with archaeological resources, human remains having archaeological associations, an archaeological study area, and involve grading, excavation, accelerated erosion, or other activities or changes to the site that could affect archaeological resources?
- Are there historical resources on the project site or in the vicinity that would be adversely impacted by the project through, for example, demolition, construction, conversion, rehabilitation, relocation, or alteration?
- Is the resource included on the California Register maintained by the SHPO and ranked with an evaluation code of 1 (National Register listed resource) or 2 (determined eligible for listing in the National Register)?
- Is the resource subject to other federal, State, or local preservation guidelines or restrictions?
- Does the resource have known associations with an architect, master builder or person or event important in history such that the resource may be of exceptional importance?
- Is the resource over 50 years old and a substantially intact example of an architectural style significant in Oxnard?

### ***Archaeological Resources***

The following sources may assist in identifying the presence or potential presence of archaeological resources:

- New or existing archaeological surveys and documented historical accounts
- South Central Coastal Information Center, California State University, Fullerton
- Native American Heritage Commission
- Caltrans
- United States Army Corps of Engineers
- California State Parks
- National Register of Historic Places
- Local, county, and State landmarks lists
- Sanborn Fire Insurance maps

Where sufficient information or research is not available to determine the presence or absence of archaeological resources, consider whether features of the area would create a favorable environment for prehistoric or historical use, such as:

- A water source, travel corridor, native plants or animals, or sources of rock for construction, making tools, or artwork; or
- Location in an area with unusual views, a defensive position or other values for ceremonial, ritual, or astronomical observances.

Evaluate the degree of disturbance to the project site. Consider if the site has been vacant or covered by surfaces that required little or no excavation or grading, such that there has been little surface or subsurface disturbance (sites from which native topsoil has been removed, such as landfills, are unlikely to retain archaeological resource potential).

### ***Historic Resources***

Review the description of the proposed project and determine the type of activities proposed during site preparation, construction, and operation. Projects that affect historical resources, such as demolition, relocation, rehabilitation, conversion, alteration, or construction, may have a significant impact if the project results in a substantial adverse change which would impair historical significance. Insensitive rehabilitation, conversion, alteration, or construction may also result in a significant impact. Projects should also be reviewed to determine if construction activity would result in potential direct or indirect impacts to adjacent historical structures.

### ***Human Remains***

Evaluate the degree of disturbance to the project site. Consider if the site is in proximity to a cemetery or other burial ground. Generally, compliance with the procedure outlined in Section 7050.5 of the

California Health and Safety Code would result in a less than significant impact related to human remains. Please see Chapter 17, Tribal Resources for human remains that are of Native American origin.

## 6. ENERGY

### 6.1 BACKGROUND

Oxnard has a long history of supporting local efforts to promote energy efficiency, conservation, and renewable energy. Achieving efficient use of energy means decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas and oil, and increasing reliance on renewable energy (solar, wind, hydroelectric, and nuclear) sources.

Oxnard's energy uses consist of electricity and natural gas. Electricity in Oxnard is provided by Southern California Edison (SCE) and the Clean Power Alliance (CPA) Natural gas is provided by the Southern California Gas Company; these organizations are considered Investor Owned Utilities (IOU's) Both energy sources are consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes and alternative fuel vehicles.

An assessment of energy conservation revolves around the key question of whether the proposed project would result in the wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

#### *State*

California is one of the lowest per capita energy users in the United States, ranked 48th among all states, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2021). As of 2022, California's primary power mix included 54% of energy from renewable resources and 36% of energy from natural gas (CEC 2022).

Additionally, development in California is subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (CALGreen, Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. This Code applies to lighting, insulation, windows, and heating, ventilation, and air conditioning (HVAC) systems and provides guidance on construction techniques to maximize energy conservation. CALGreen sets targets for energy efficiency, along with, water consumption; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design.

#### *Local*

Oxnard's 2030 General Plan contains goals and policies that support ongoing efforts to conserve energy. Those goals and policies are listed in Table 6 of Attachment B.

In 2013, the City adopted an Energy Action Plan (EAP) (City of Oxnard 2013), which evaluates the City's energy consumption and identifies energy conservation and production programs consistent with the 2030 General Plan goals and policies, utility company programs, and State and Federal legislation and



initiatives. The EAP includes a feasible target of a 10 percent reduction in total energy use of existing residential, commercial, and municipal buildings.

In 2023, the City adopted the Climate Action and Adaptation Plan (CAAP), which establishes a target to reduce greenhouse gas (GHG) emissions by 40 percent below 1990 levels by 2030, consistent with State law. The document presents an inventory of city-wide GHG emissions, and sets forth strategies and actions to reduce emissions and help the community adapt to a changing climate. In alignment with the EAP and the 2030 General Plan, the CAAP includes a 10 percent reduction in city-wide energy use of existing residential, commercial, and municipal buildings and 95% customer participation in CPA's 100% Green energy tier as primary strategies to achieving overall GHG reduction targets.

## 6.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant energy impact. A "no" response to all questions indicates that there would be no significant impact to energy.

1. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
2. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

## 6.3 METHODS

Questions that should be considered in developing responses to the above thresholds include:

- Does the project conform to current energy conservation standards of Title 24 of the California Building Code, including the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (CALGreen, Title 24, Part 11 of the California Code of Regulations), or other applicable regulations?
- What are the total energy requirements of the project? Energy use can be estimated using CalEEMod or demand factors from energy providers. See further discussion below.
- Has the project been designed to minimize energy consumption through siting, orientation or design features? Does the project include energy conservation equipment? Project features should consider the energy efficiency of building designs, procurement of renewable energy from CPA or SCE, and be cross referenced with applicable programs within the City's CAAP to ensure consistency.
- Does the project reduce the need for personal vehicles through pedestrian or bicycle facilities, or mixed-use development?

To determine if a project would result in potentially wasteful, inefficient, or unnecessary consumption of energy resources, energy use can be estimated using CalEEMod or demand factors from energy providers and compared as a percentage of Ventura County and/or the energy provider's energy demand. For construction energy use, the total consumption of gasoline and diesel fuel can be estimated using the construction equipment used and their associated energy factors. For operational energy use,

CalEEMod contains estimates of electricity use and natural gas use, which can be converted to thermal units to determine energy consumption for projects. CalEEMod results from the Air Quality analysis can be used. To assist in obtaining electricity, natural gas, and diesel consumption estimates, consult the following databases as appropriate:

- California Energy Commission's California Energy Consumption Database  
<http://www.ecdms.energy.ca.gov/Default.aspx>
- California Energy Commission's California Retail Fuel Outlet Annual Reporting (CEC-A15) Results  
<https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>

To determine if a project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency, a project should be evaluated for consistency with energy reduction policies in the City's CAAP. To be consistent with the energy reduction policies of the City's 2022 CAAP, a project would need to demonstrate consistency with the following CAAP strategies:

- **B2– Electrify Buildings:** Adhere to Title 24 requirements for electrification of new buildings.
- **T1 – Expand Zero-Emissions-Vehicle (ZEV) Charging and Fueling Infrastructure:** Include EV-ready parking spaces.

Additionally, the analysis should identify if a project would provide alternative transportation facilities or be located in proximity to these facilities (i.e., bicycle lanes, sidewalks, transit stops), as a reduction in single occupancy vehicle trips results in less energy use. Check the project's proximity to Oxnard Transit Center or Gold Coast Transit bus stops. Determine availability of sidewalks and bicycle lanes, utilizing the City of Oxnard Bicycle and Pedestrian Facilities Master Plan.

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## 7. GEOLOGY AND SOILS

### 7.1 BACKGROUND

Oxnard is situated on the Oxnard Plain which is located near the western edge of the Transverse Range Province. The Coastal Mountains and the Sierra Nevada Range are located to the north and the peninsular ranges to the south. Local geologic conditions consist of coastal lowland areas that range in elevation from sea level to about 115 feet above sea level. These areas are comprised of alluvial deposits of silt, sands, and gravel, which extend to a depth of approximately 500 feet beneath the City. The history of alluviation is related to the Santa Clara River and its flood patterns. Beneath the alluvium lies the San Pedro formation (approximately 4,000 feet thick beneath the City), which consists of moderately indurated sandstones and conglomerates. The potential earthquake-induced hazards that may affect the City consist of fault rupture and strong ground motions, and the secondary effects of ground motion, such as liquefaction.

#### Coastal Wave and Beach Erosion

Development and shoreline use from Point Mugu to Point Conception have been attributed to the loss of natural sand beaches and resulting beach erosion problems. Man made structures such as breakwalls, piers, and oil platforms interrupt the natural cycle of sand being eroded and deposited along the shoreline. In response to the widespread impacts of beach erosion along the entire length of Southern California, the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) was formed. BEACON is a California Joint Powers agency established to deal with coastal erosion and beach problems on the Central Coast of California. Member agencies include the Cities of Carpinteria, Goleta, Oxnard, Port Hueneme, San Buenaventura, Santa Barbara, and the Counties of Santa Barbara and Ventura.

Damage to Oxnard Shores, Oxnard's beachfront homes, flooding, as well as loss of beach sand and formation of extensive dunes due to blowing sand are some of the problems associated with beach erosion in the City.

Excessive soil erosion (both beach and upland) can lead to damage of building foundations, roadways, dam embankments, and result in increased sedimentation to local drainage ways. Several locations within Oxnard are identified as areas easily susceptible to erosion processes. However, the development of structures consistent with local building regulations and the implementation of a variety of commonly used post-construction best management practices minimize the negative effects of erosion.

#### Paleontological Resources

Paleontological resources (fossils) are the remains and/or traces of prehistoric life. Fossils are typically preserved in layered sedimentary rocks and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. Although it is not possible to determine whether a fossil will occur in any specific location, it is possible to evaluate the potential for geologic units to contain

scientifically significant paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they do occur during construction.

PRC Section 5097.5 prohibits excavation or removal of any “vertebrate paleontological site...or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands.” Public lands are defined to include lands owned by or under the jurisdiction of the State or any City, county, district, authority or public corporation, or any agency thereof. Section 5097.5 states any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Policies from the 2030 General Plan that relate to geology and soils are listed in Table 7 of Attachment B.

## 7.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates potentially significant geologic or soil impacts. A “no” response to all questions indicates there would be no significant impact related to geology or soils.

1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - b. Strong seismic ground shaking?
  - c. Seismic-related ground failure, including liquefaction?
  - d. Landslides?
2. Would the project result in substantial soil erosion or the loss of topsoil?
3. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
4. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
5. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
6. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

## 7.3 METHODS

Review the description of the proposed project, project site, and surrounding area. To assist in determining whether the project is located in an area of known or suspected geologic hazards, including landslide, lateral spreading, subsidence, liquefaction, and collapse, or contains paleontological resources, consult the following maps and databases as appropriate:



- California Department of Conservation's California Earthquake Hazard Zone Application  
<https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>
- California Department of Conservation's Oil and Gas Maps  
<https://maps.conservation.ca.gov/oilgas/>
- Figure 6-1 of the General Plan Background Report
- Project-specific geotechnical report
- United States Geological Survey's Interactive U.S. Quaternary Fault Map  
<https://www.usgs.gov/tools/interactive-us-fault-map>
- University of California Museum of Paleontology online collections database  
<https://ucmp.berkeley.edu/collections/databases/>

Using the above information, conduct field research, published reports, or other appropriate maps or studies, as available, assess whether the project is located in an area susceptible to geologic hazards. Consider past episodes on site or in the surrounding area; steepness/height of slopes; physical properties of the soil; the presence of fill; or extraction of resources below the surface. Indications of high and very high levels of erosion hazard indicate known or suspected erosion hazard. Determine whether the project includes grading, clearing or excavation activities that could result in sedimentation and erosion impacts.

Considerations in determining the significance of impacts include:

- Is the project located in an area susceptible to unusual geologic hazards as designated on official maps and databases; historic episodes on site or in the surrounding area; or physical properties of the site prone to geologic hazard conditions?
- Would the project result in grading, clearing or excavation of more than 20,000 cubic yards of material on a slope of ten percent or more?
- Does the project include grading, clearing, or excavation activities in an area of known or suspected erosion hazard (based upon designation on official maps and databases)?
- Does the project site contain any distinct or prominent geologic or physical features that may be physically altered by project implementation?
- Is the site vacant or covered by surfaces that required little or no excavation or grading, such that there has been little surface or subsurface disturbance?
- How much grading, excavation, erosion, and increased human activity (e.g., opening of previously closed lands, new access routes) through sensitive areas would occur as part of the project?
- Could implementation of the project result in the disturbance of surface or subsurface fossils, either through site preparation, construction, or operational activities, or through an increase in

human activities at or near the fossil site?

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## 8. GREENHOUSE GAS EMISSIONS

### 8.1 BACKGROUND

Over the last century, human activities have released carbon dioxide and other GHGs faster than the ocean and plant life can absorb them. This increase in GHGs has affected the earth's energy balance and is a primary cause of global warming and climate change. While climate change is global, the effects and responses occur substantially at the local level and on a cumulative basis. The impacts of climate change pose an immediate and growing threat to Oxnard's public health, environment, and economy. Without appropriate actions, Oxnard will continue to experience increased likelihood of droughts, flooding, wildfires, heat waves, and air pollution. As such, it's essential for Oxnard to respond to climate change both through policies that promote adaptation and resilience and by significantly reducing GHG emissions.

GHG emissions are produced primarily from the burning of fossil fuels for energy production and for powering motor vehicles. The State of California, through both Executive Orders by the Governor and through legislation, has adopted a number of policies and programs intended to reduce GHG emissions, promoting Carbon Neutrality by 2045. These policies involve actions in a number of areas, including energy conservation and efficiency of building designs, increased use of renewable energy, and measures to reduce the use of motor vehicles through land use and transportation strategies that promote alternative means of travel.

CEQA acknowledges the role of long-range plans, such as general plans and climate action plans in addressing city-wide greenhouse gas emissions, and global climate change.

The City of Oxnard's 2030 General Plan includes a Sustainable Community chapter and contains numerous statements of goals, policies, and implementation measures that comply with the state direction to respond to the issue of GHG emissions and climate change. Policies are directed at improving energy conservation, and at reducing the consumption of energy for vehicle travel and other common urban purposes (i.e., the provision of water service, management of solid waste). In addition, the 2030 General Plan includes several policies to address the need for updated coastal planning in response to anticipated sea level rise.

The 2030 General Plan EIR concluded that development of Oxnard consistent with the land uses and policies in the General Plan would have a significant and unavoidable impact relative to the issue of GHG emissions and climate change. The impact statement is as follows:

**Impact 5.7-6** The Project would potentially conflict with implementation of state goals for reducing greenhouse emissions.

Many of the goals and policies related to reducing GHG emissions through energy conservation and minimizing vehicle use also relate to reducing air pollution in general. The additional policies identified in the 2030 General Plan EIR, which apply to the issue of GHG emissions and climate change, are summarized in Table 8 of the City of Oxnard General Plan Goals and Policies (Attachment B).

The City of Oxnard adopted a CAAP in late 2022, which builds on the General Plan's climate and sustainability goals and policies. The CAAP identifies that climate change will impact Oxnard in terms of

extreme heat days, worsened air quality, extreme precipitation events, intense droughts, and sea level rise. The CAAP establishes the target to reduce GHG emissions 40 percent below 1990 levels by 2030, consistent with state law (SB 32). It also propels the City along 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). The CAAP presents an inventory of GHG emissions originating from the City, and sets forth strategies and actions to reduce emissions to help the community adapt to a changing climate. Utilizing GHG emissions data from 2018, 44 percent came from on-road transportation, while electricity, natural gas, and solid waste comprised an additional 51 percent of emissions. The remaining 5% includes emissions from off-road equipment and wastewater. Oxnard's goal for 2030 is to reduce community-wide GHG emissions to 499,894 MTCO<sub>2</sub>e per year by 2030, which would occur as a result of both local actions and state measures. The CAAP includes strategies and implementation actions regarding clean energy, green buildings, transportation, land use, water conservation and reuse, water reduction and recycling, and nature-based solutions.

## 8.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to both of the following questions indicates a potentially significant impact with respect to GHG emissions. A "no" response to both questions indicates that there would be no significant impact with respect to GHG emissions.

1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
2. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?

## 8.3 METHODS

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

CEQA Guidelines Section 15064.4 recommends that lead agencies describe, calculate, or estimate GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7[c]). The CEQA Guidelines also clarify that the effects of GHG emissions

are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130[f]).

No applicable State regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Therefore, the City evaluates the significance of land use development projects' potential impacts with regard to GHG emissions and climate change solely on consistency with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change.

In evaluating if a project could have a potentially significant impact from GHG emissions, the State recommends determining whether a proposed development would align with the California Air Resources Board (CARB) 2022 Scoping Plan by assessing if the project is consistent with the key project attributes identified in Table 3 of Appendix D of the CARB 2022 Scoping Plan. According to the CARB 2022 Scoping Plan, "projects that have all the key project attributes should accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals." These attributes are detailed below.

| <b>Table 1      Key Project Attributes that Reduce GHG<sup>2</sup></b> |                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Priority Areas</b>                                                  | <b>Key Project Attribute</b>                                                                                                                                                                                                                                                                            |
| Transportation Electrification                                         | Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval                                                                                                                       |
| VMT Reduction                                                          | Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)                                         |
|                                                                        | Does not result in the loss or conversion of natural and working lands                                                                                                                                                                                                                                  |
|                                                                        | Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), <u>or</u><br>Is in proximity to existing transit stops (within a half mile), <u>or</u><br>Satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS) |

<sup>2</sup> California Air Resources Board (CARB) 2022 Scoping Plan, Appendix D



|                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          | <p>Reduces parking requirements by:</p> <p>Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); <u>or</u></p> <p>Providing residential parking supply at a ratio of less than one parking space per dwelling unit; <u>or</u></p> <p>For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit</p> |
|                          | At least 20 percent of units included are affordable to lower-income residents                                                                                                                                                                                                                                                                                                                                                                                           |
|                          | Results in no net loss of existing affordable units                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Building Decarbonization | Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking                                                                                                                                                                                                                                                                                                      |

The key attributes are geared towards mixed-use and residential projects; however, many of the key attributes would also apply to other uses. The CARB 2022 Scoping Plan states that “lead agencies may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State’s climate goal.” Therefore, the City may use discretion in determining the key attributes that are applicable to non-mixed use or residential uses. This may include providing alternative GHG reduction measures that result in similar or greater GHG reductions as compared to attributes not applicable to the project. Projects that are consistent with the CARB 2022 Scoping Plan’s key attributes can be assumed to have a less than significant impact from GHG emissions. If inconsistencies are identified, the project could have a potentially significant impact from GHG emissions.

## 9. HAZARDS AND HAZARDOUS MATERIALS

### 9.1 BACKGROUND

Background and methodology on addressing potential impacts related to wildland fires are discussed in Chapter 19, *Wildfire*.

Hazardous wastes generated by both residents and businesses within the City contribute to environmental and human health hazards. However, proper waste management and disposal practices can minimize public concern over toxicity and the contamination of soils, water, and the air. Locations known to contain hazardous materials or conditions include those facilities with operations that incorporate the use of underground or aboveground storage tanks. Additional facilities within the City include historical landfills, transfer stations, material recovery facilities, transformation facilities, waste tire sites, unpermitted dumps, and closed disposal facilities. The Halaco Superfund Site is located in the southwestern corner of Oxnard, along the Pacific coast. Remediation of the site is in process.

The City of Oxnard Fire Department administers the Certified Unified Program Agency / Hazardous Materials Ordinance and has regulatory authority over the local Underground Storage Tank Program. The Leaking Underground Storage Tank (LUST) Incident Report contains an inventory of reported leaking underground tank incidents and is compiled from data provided by the State Water Resources Control Board Leaking Underground Storage Tank Information System. LUST sites are predominately clustered around the City's primary transportation corridors, including Oxnard Boulevard, 5<sup>th</sup> Street, and Saviers Road and are predominantly associated with retail and commercial uses (e.g., gas stations, convenience stores, car washes). Additional sites are associated with local industrial and agricultural uses.

Airports within and in proximity to Oxnard include the Oxnard Airport and the Naval Base Ventura County, Point Mugu. Oxnard Airport is situated on 216 acres of land located west of Ventura Road and north of West Fifth Street. Oxnard Airport is served primarily by general aviation and commuter aircraft. As of 2019, Oxnard Airport was base to approximately 140 aircraft and 73,798 annual operations (Ventura County Department of Airports 2019). Development standards for projects located within the safety zones established by the Airport Comprehensive Land Use Plan Update for Ventura County (Ventura County Airport Land Use Commission 2000), are enforced in order to limit potential safety hazards from new developments in proximity to these airports.

Other potential hazards affecting the City include earthquake, geologic, flooding, tsunamis, coastal waves, noise, hazardous materials and potential terrorist acts. These hazards require an emergency response to inform the public and often generally redirect or evacuate residents to safer locations. City policies for safety and the evacuation of residents during a large-scale incident are managed through the Oxnard Fire Department. Transportation hazards involving Interstate Highways or California maintained facilities, such as State Routes, are managed through by Caltrans District 7, located in Los Angeles, with the California Highway Patrol usually the first to respond to the location of the hazard.

Key 2030 General Plan goals and policies are listed in Table 9 of Attachment B.

## 9.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant hazards or hazardous materials impact. A “no” response to all questions indicates there would be no significant impact with respect to hazards or hazardous materials.

1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
2. Would the project create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?
3. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?
4. Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment?
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
6. Would the project impair implementation of or physically interfere with an adopted emergency operations plan or Ventura County Operation Area Response Protocol or City of Oxnard emergency evacuation protocols?
7. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

“Substantial” hazards related to chronic health risks (e.g., exposure to ongoing emissions of TAC) will normally include, but not necessarily be limited to exceedance of VCAPCD health risk public notification thresholds (Ten excess cancer cases in one million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk)

“Substantial” risk of upset hazards (e.g., a chemical spill) is defined by the criteria described in Table 2 through Table 4. Table 2 and Table 3 describe the criticality and frequency of potential upset hazards, while Table 4 uses these factors to determine whether a particular upset risk is significant. As indicated in Table 4, a significant risk would depend upon both the criticality and frequency of a potential event. The potential for minor events may not pose a substantial risk even if the potential frequency is relatively high, while the potential for more severe events may pose a substantial risk even if the potential for such events is rare.

**Table 2 Criticality Classifications of Upset Hazards**

| Classification    | Description of Public Safety Hazard                       |
|-------------------|-----------------------------------------------------------|
| <b>Negligible</b> | No significant risk to the public, with no minor injuries |
| <b>Minor</b>      | One or more minor injury, up to 3 severe injuries         |
| <b>Major</b>      | Up to 10 severe injuries                                  |

|                   |                                                          |
|-------------------|----------------------------------------------------------|
| <b>Severe</b>     | Up to 100 severe injuries or up to 10 fatalities         |
| <b>Disastrous</b> | More than 100 severe injuries or more than 10 fatalities |

**Table 3 Frequency Classifications of Upset Hazards**

| <b>Classification</b> | <b>Frequency and Description of the Event</b>        |
|-----------------------|------------------------------------------------------|
| <b>Extraordinary</b>  | Has never occurred but could occur                   |
| <b>Rare</b>           | Occurred on a worldwide basis, but only a few times  |
| <b>Unlikely</b>       | Is not expected to occur during the project lifetime |
| <b>Likely</b>         | Would probably occur during the project lifetime     |
| <b>Frequent</b>       | Would occur once in a year on average                |

**Table 4 Substantial Risk Matrix of Upset Hazards**

| <b>Consequences</b>                                           | <b>Classification</b> |             |                 |               |                 |
|---------------------------------------------------------------|-----------------------|-------------|-----------------|---------------|-----------------|
|                                                               | <b>Extraordinary</b>  | <b>Rare</b> | <b>Unlikely</b> | <b>Likely</b> | <b>Frequent</b> |
| <b>Disastrous</b><br>(> 100 severe injuries or 10 fatalities) |                       |             |                 |               |                 |
| <b>Severe</b><br>(up to 100 severe injuries or 10 fatalities) |                       |             |                 |               |                 |
| <b>Major</b><br>(up to 10 severe injuries)                    |                       |             |                 |               |                 |
| <b>Minor</b><br>(> 1 minor injury, up to 3 severe injuries)   |                       |             |                 |               |                 |
| <b>Negligible</b><br>(no minor injuries)                      |                       |             |                 |               |                 |

Note: Incidents that fall in the shaded area of the risk matrix could be classified as significant.

### 9.3 METHODS

Review the description of the proposed project. Determine whether operation or construction would involve the use, generation, disposal, transport, or management of potentially hazardous or explosive substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in sufficient quantities to

cause a potential hazard. If so, determine whether a quantified HRA or risk of upset evaluation is warranted. Emergency response and evacuation plans are required for businesses that use hazardous materials or involve a potential threatened release of acutely hazardous materials during operation or construction.

The following factors should be considered in developing a determination of significance related to risk of upset/emergency preparedness:

- If a project involves the use, manufacture or storage of toxic, readily combustible, or otherwise hazardous materials;
- The probable frequency and severity of consequences to people or property because of a potential accidental release or explosion of a hazardous substance;
- The degree to which the project may require a new, or interfere with an existing, emergency response or evacuation plan, and the severity of the consequences;
- The regulatory framework for the risk of upset/emergency preparedness;
- The degree to which project design would reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The number of resources required to mitigate an emergency within the project;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

The following factors should be considered in developing a determination of significance for impacts related to human health hazards:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

A determination on if a site is located on the list of hazardous materials sites can be made by checking the following databases:

- U.S. Environmental Protection Agency CERCLIS Superfund Site Search  
<https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm>
- State Water Resources Control Board GeoTracker: <http://geotracker.waterboards.ca.gov/>
- California Department of Toxic Substances Control EnviroStor database:  
<http://www.envirostor.dtsc.ca.gov/public/>



A database search of hazardous materials sites can also be obtained from a company that compiles and maintains records of hazardous materials sites. For projects involving sites where it is suspected hazardous materials may be present in soil or groundwater, preparation of a Phase I Environmental Site Assessment (ESA) may be warranted in support of the environmental documentation. If a Phase I ESA identifies recognized environmental conditions (RECs), preparation of Phase II soil or groundwater sampling may be warranted to identify the extent of potential hazards and feasible methods to remediate any identified hazards.

For projects involving the generation of airborne hazards or that may be subject to airborne hazards, preparation of a HRA may be warranted. Such a study would typically quantify the extent of the potential health hazard and compare the identified hazard to City thresholds, as discussed in Section 3, *Air Quality*.

To assess if the project would result in an airport safety hazard or excessive noise related to airport proximity, the project site location should be compared to the Airport Comprehensive Land Use Plan Update for Ventura County (2000) to determine if the project would be located in an airport safety zone. Consider if the project is subject to Federal Aviation Regulations Part 77 and review by the Federal Aviation Administration. If the project is subject to Federal Aviation Regulations Part 77 and/or review by the Federal Aviation Administration, the project must comply with the design requirements of Federal Aviation Regulations Part 77 and/or the Federal Aviation Administration.

For Threshold 6, To determine if a project would impair implementation of an adopted emergency response plan or emergency evacuation plan, consult the most recent iteration of the Ventura County Multi-Jurisdictional Hazard Plan. Also consider whether the project would result in road closures, and if these road closures would occur on a route designated as an evacuation route by the Oxnard Fire Department or other emergency service provider. In addition, consider whether additional vehicle trips generated by the project would have the potential to interfere with emergency evacuation or response.

Wildland fires are discussed in Section 19, *Wildfire*.

## 10. HYDROLOGY AND WATER QUALITY

This section addresses hydrological and water quality. Water supply is addressed below in Section 18, Utilities and Energy.

### 10.1 BACKGROUND

The City falls within the Santa Clara River's 1,600 square mile watershed. The Santa Clara River is the primary surface water feature in the City and the longest free-flowing river in Southern California. The river is also one of the few remaining rivers in the area that remains in a relatively natural state. The total river length is approximately 70 miles, extending from its headwaters at Mount Pinos to the Santa Clara River Estuary adjacent to McGrath State Beach. The City is within the Los Angeles Regional Water Quality Control Board's Water Quality Control Plan (Basin Plan) for the region. The Basin Plan provides long-term standards and program guidance..

The City is located above the Santa Clara River Valley Groundwater Basin, Oxnard Plain Subbasin (Subbasin). The Subbasin is composed of two aquifer systems known as the Upper Aquifer System (UAS) and the Lower Aquifer System (LAS). The UAS consists of the Oxnard Aquifer and the Mugu Aquifer. The LAS is comprised of the Hueneme, Fox Canyon, and Grimes Canyon Aquifers. The majority of recharge that replenishes the Subbasin comes from surface water diversions of the Santa Clara River, which are directed to spreading basins in the Oxnard Forebay operated by the United Water Conservation District (UWCD). Water that recharges in the Forebay migrates throughout the Subbasin.

The Subbasin contains approximately 1,140 wells, of which 68 are water supply wells. Groundwater provides approximately 67 percent of the Subbasin's water supply (Groundwater Exchange 2020). The Subbasin was given a high prioritization due to long-term groundwater overdraft, saltwater intrusion, and subsidence. The Fox Canyon Groundwater Management Agency (FCGMA) developed a Groundwater Sustainability Plan (GSP) in December 2019 for the Subbasin to comply with the Sustainable Groundwater Management Act (FCGMA 2019).

Due to its low land profile, the City became a member of the National Flood Insurance Program (NFIP). The City also adopted a Master Plan of Drainage (2003) and a Floodplain Management Ordinance (OCC Chapter 18) to protect its residents and businesses, the southeastern areas, and central and north-central areas. Flooding in Oxnard caused by rainwater is most likely to occur in the winter months when Ventura County receives most of its precipitation. In general, most of Oxnard's rain falls between late January and mid-March. On average, rainfall in the Oxnard area increases sharply in early November and does not decrease until mid/late-March. High winds or tides can cause seawater surges resulting in coastal flooding beyond the high tide line. Wave action can directly impact seaside homes and infrastructure. Indirectly, wave action can cause beach and bluff erosion resulting in damage to seaside homes and infrastructure.

Given its location along the Pacific Ocean coastline, Oxnard could potentially be struck or impacted by a tsunami. A tsunami is a rapidly moving ocean wave or series of waves caused by earthquakes or undersea landslides. However, the 2022 Multi-Jurisdictional Hazard Mitigation Plan for Ventura County, California considers this a low-risk hazard to pose a remote threat to life and property in Ventura County

due to the low likelihood of occurrence. Since 1946, only seven major tsunamis have impacted the California coast, the most recent in 2011, which originated in Japan. Areas that are affected by flooding are also at risk for tsunamis. Oxnard's projected tsunami impact area extends inland from the shoreline approximately one mile.

The City's Channel Islands Harbor and Mandalay Bay could potentially be impacted by seiches. Seiches are oscillating waves in enclosed or partially enclosed bodies of water (e.g., lakes, bays, or gulfs) for varying lengths of time as a result of seismic or atmospheric disturbances.

Several dams are located at least 35 miles to the east and northeast of Oxnard within Ventura and Los Angeles counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. Oxnard is upstream along the Santa Clara River corridor, an area which is subject to inundation in the event of dam failure. Although the potential for a dam failure is considered low, should one or more of these dams fail, the entire City is located within the Dam Inundation Zone, also called Dam Failure Hazard Area. Damage to the City could be in the form of a wall of fast-moving water, mud, and debris. Residential and commercial buildings as well as critical facilities could be impacted by a dam failure.

The City is a participant with other local governments in the Ventura Countywide Stormwater Quality Management Plan. This is a comprehensive regional effort to implement federal and State requirements for reducing water pollution from uncontrolled stormwater runoff. This program defines the Best Management Practices applicable to management of stormwater runoff, and the prevention of dry weather runoff. It also establishes the design requirements for Low Impact Development to minimize the volume of stormwater discharge and pollutant levels originating from newly developed areas. Compliance with these principles by construction and land development projects that may affect stormwater quality in the City stormwater drainage system is a requirement of the National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004004, Regional Permit Order No. R4-2021-0105, issued by the California Regional Water Quality Control Board, Los Angeles Region in 2021.

Discussions and background information related to hydrology and water quality are found in two chapters of the 2030 General Plan EIR. The Infrastructure and Community Services chapter addresses water quality issues that may be associated with wastewater treatment discharges or other discharges that may involve water pollution, including the management of stormwater discharges. The Safety and Hazards chapter addresses hydrology issues associated with flooding, affecting the 100-year flood plain, and potential development in these areas. For all issues within this topic, it was determined the application of existing statutory and regulatory requirements and compliance with existing City and agency programs would address potential significant impacts.

Policies from the 2030 General Plan that address issues related to hydrology and water quality are listed in Table 10 of Attachment B.

## 10.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a significant hydrologic or water quality impact. A "no" response to all questions indicates there would be no significant hydrology or water quality impact.

1. Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements or otherwise substantially degrade surface or ground water quality?

2. Would the project substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
3. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:
  - a. Result in substantial erosion or siltation on- or off-site?
  - b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?
  - c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
  - d. Impede or redirect flood flows?
4. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?
5. Would the project conflict with or obstruct implementation of the water quality basin plan for Oxnard in the "Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties", NPDES permits and associated local standards, or the FCGMA GSP for sustainable groundwater management?

### 10.3 METHODS

The key potential impact to water quality for most projects will relate to how a project complies with applicable stormwater Best Management Practices and Low Impact Development principles. Guidance from the Countywide Stormwater Quality Management Program identifies measures and requirements that apply to different kinds of projects (Ventura County Stormwater Quality Management Program 2018). Applicable federal, State, and local standards will typically be described and information demonstrating compliance with standards will be provided. Compliance with applicable NPDES permits and associated local standards and requirements will normally suffice to reduce water quality impacts to below a level of significance.

Impacts to hydrological and storm drain systems will also consider NPDES and associated local requirements pertaining to limiting increases in surface runoff. Again, compliance with applicable requirements needs to be demonstrated. For smaller infill projects that would not substantially increase impervious surface area, citing of requirements may suffice. For larger projects involving substantial changes in surface runoff and the need for on-site detention/retention, a preliminary hydrological study will normally be needed in support of the CEQA document.

Impacts to groundwater and consistency with the FCGMA GSP should be evaluated. The GSP can be found at the link below:

- <https://fcgma.org/groundwater-sustainability-plans-gsps/>

Estimated water use for a proposed project should be compared with the Oxnard Subbasin's groundwater storage, as well as the capacity for pile driving during construction to encounter and displace groundwater. Groundwater levels of the project site should be evaluated to determine whether groundwater dewatering would be required during construction. Construction and operation of a

proposed project should be quantitatively demonstrated to not substantially deplete groundwater or interfere with groundwater recharge.

The potential for flooding may be evaluated with the relevant FEMA FIRMs. Most recent FEMA FIRMs, updated in January 2021 show that significant portions of Oxnard, especially along the coast and Santa Clara River, face a one percent annual chance of flood discharge. In addition, Figure 2-1 in the 2030 General Plan Goals and Policies shows the approximate extent of the 100-year flood level in the beach and coastal areas, and how that level may change with rising sea level. Projects within the 100-year flood zone, tsunami hazard area, and seiche hazard area typically require flood insurance unless a Letter of Map Revision (LOMR) is approved by FEMA. The following websites provide information to determine whether a project site is in a hazard area:

- FEMA's National Flood Hazard Layer:  
<https://www.fema.gov/flood-maps/national-flood-hazard-layer>
- California Department of Conservation's Tsunami Maps:  
<https://www.conservation.ca.gov/cgs/tsunami/maps>

If a project would be located in a flood hazard area, tsunami hazard area, or seiche hazard area, the analysis should address project design features that would be implemented in order to reduce the potential for project inundation and release of pollutants. These design features should include minimum flood design requirements set forth by OCC Chapter 18, Article IV, *Provisions for Flood Hazard Reduction*.

Impacts related to conflicts with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan are generally related to how a project complies with applicable stormwater Best Management Practices and Low Impact Development principles, and if a project's groundwater use would be substantial. The water quality control plan (basin plan) for Oxnard is the *Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, which can be accessed at the link below:

- [https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/basin\\_plan/](https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/)

Similar to Threshold 1, compliance with applicable NPDES permits and associated local standards and requirements will normally suffice to be in compliance with a water quality control plan. Similar to Threshold 2, consistency with the FCGMA GSP should be evaluated to determine if the project would conflict with a sustainable groundwater management plan.



## 11. LAND USE AND PLANNING

### 11.1 BACKGROUND

Oxnard's historical land use pattern reflects the City's central location in the Oxnard plain with surrounding agriculture, as Oxnard grew in all directions from the original small town. Land within the City limits is currently classified into one of five broad categories: residential, commercial, industrial, open space, and other. Each of these categories is further subdivided into uses correlated with specific standards. With the exception of several high-rise buildings in north Oxnard, the City is characterized by one or two story residential and commercial buildings and several industrial areas. Most of the City's higher intensity development lies adjacent to primary thoroughfares such as U.S. Route 101, Gonzales Road, Rose Avenue, Rice Avenue, Oxnard Boulevard, Hueneme Road, Ventura Road, Victoria Avenue, Saviers Road, and in the central business district.

Beginning in the 1980s, the City planned its larger expansions by use of specific plans. Specific Plans in Oxnard are summarized in Table 5 below.

**Table 5 Adopted and Proposed Specific Plans (as of 2024)**

| Specific Plan                     | Acreage      | Land Use Mix                                                                        |
|-----------------------------------|--------------|-------------------------------------------------------------------------------------|
| Northfield/ Seagate Business Park | 252          | Light Industrial, Limited Industrial                                                |
| Mandalay Bay                      | 220          | Residential and Coastal Visitor Service                                             |
| Rose-Santa Clara Corridor         | 204          | Auto Sales and Service, Business Park, Retail Commercial, Commercial/ Manufacturing |
| Northwest Community               | 255          | Residential, Golf Course                                                            |
| McInnes Ranch Business Park       | 235          | Industrial, Business / Research, Industrial Service Centers                         |
| Northwest Golf Course Community   | 323          | Golf course, Institutional, Residential, Public School                              |
| Northeast Community               | 856          | Residential, Industrial, Commercial, Schools, Park, and Hospital                    |
| Riverpark                         | 702          | Residential, Commercial, Parks, Open Space, Schools                                 |
| Camino Real Business Park         | 40           | Business and Research, Light Industrial                                             |
| The Village (Wagon Wheel)         | 63           | Residential, Mixed Use, Commercial, Parks                                           |
| Teal Club (proposed)              | 150          | Residential, Commercial, Industrial, Park                                           |
| Sakioka Farms                     | 430          | Business and Research, Light Industrial                                             |
| <b>Total</b>                      | <b>3,730</b> |                                                                                     |

Source: City of Oxnard Specific Plans 2024; Oxnard Community Development Department Staff 2024  
[Specific Plan Map 11x17, Updated 03/12/24 \(oxnard.gov\)](#)

Key land use policies related to environmental protection are listed in Table 11 of Attachment B. Additional policies throughout the 2030 General Plan also related to land use decisions may apply on a case-by-case basis.

## 11.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a significant land use impact. A “no” response to all questions indicates there would be no significant impact with respect to land use.

1. Would the project physically divide an established community?
2. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating a significant environmental effect?

With respect to Threshold 1, formally adopted land use plans, policies, and regulations must be considered and inconsistencies with adopted policies may be considered significant environmental effects. Consistency with draft plans, policies, and regulations not yet adopted may also be discussed in CEQA documents for informational purposes, but inconsistencies with such plans, policies, and regulations typically would not be considered significant effects.

## 11.3 METHODS

Review the proposed project for consistency with the 2030 General Plan and other adopted environmental goals and policies. Potential areas of inconsistency include but are not limited to: land use type; height, bulk, design or density; waste or wastewater generation; resource consumption or degradation; and other plan policies relating to the physical environment. Use the most recent specific plan maps or zoning data to identify ordinances and plan areas pertaining to the project site. As appropriate, evaluate the 2030 General Plan and its elements, specific plans, LCP, Zoning Code, utility plans, and resource management plans. Consider whether policies are mandatory or guidance, and which agency has primary jurisdiction.

Review the description of the proposed project, including the proposed land use or activity, and the size, density and intensity of the operation. Noise, odor, signage, safety hazards, traffic or other impacts may indicate an incompatibility with existing adjacent or surrounding land uses or current zoning for those sites, if vacant. Also, consider the types of land uses surrounding the project site and the typical activities that occur at these sites compared to those that would occur at the project site. Indicate the presence or lack of buffers between the project site and adjacent land uses of other types. Note that a zone change required to implement the project may indicate a potential incompatibility with adjacent existing land uses. Review specific plans for urban design compatibility programs or regulations and their relevance to project design.

If the project includes elements such as a roadway, aboveground infrastructure or an easement, identify the existing land uses that would be removed or would be adjacent to the new infrastructure. Determine the duration of any disruption of the physical arrangement of an established neighborhood or community.

The following factors should be considered:

- Whether the proposed project is inconsistent with the adopted land use/density designation in the redevelopment plan or specific plan for the site
- Whether the proposed project is inconsistent with the 2030 General Plan or adopted environmental goals or policies contained in other applicable plans

- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project

## 12. MINERAL RESOURCES

### 12.1 BACKGROUND

Important mineral/sand/gravel deposits are primarily located along the Santa Clara River channel, along U.S. Route 101 (Ventura Freeway) corridor and along the eastern edge of the City extending as far west as Oxnard Boulevard in several areas. Additional important mineral resources include oil and gas fields. The General Plan Background Report (City of Oxnard 2006: Section 5.6) contains an explanation of mineral resources, terms, and regulations that apply to mineral resources.

Areas of significant mineral deposits within the City are identified as MRZ-2 and MRZ-3 areas. MRZ-2 areas encompass the course of the Santa Clara River through the City and also a corridor of land along U.S. Route 101 from the Santa Clara River eastward to approximately Del Norte Avenue. MRZ-3 areas are located south of the Santa Clara River (west of U.S. Route 101) and a large area bordering State Route 1 through the center of the City.

Four oil and gas fields are located within the City. The West Montalvo Field includes the area along the coastline and upstream from the mouth of the Santa Clara River and currently contains 19 active wells, 55 idle wells, and 81 plugged and abandoned wells. The West Montalvo Field is the only local field to increase the number of active wells in recent years. The Santa Clara Avenue Field, located near Nyeland Acres, contains approximately 7 active oil and gas wells, 26 idle wells, and 4 plugged and abandoned wells. The Oxnard Field contains two active oil and gas wells, 120 idle wells, and 237 plugged and abandoned wells. The El Rio Field is located at the crossing of Ventura Freeway and the Santa Clara River and is entirely abandoned (DOC 2022).

The 2030 General Plan EIR did not identify any significant impacts related to mineral resources in the City. Policies from the General Plan that apply to mineral resources are listed in Table 12 of Attachment B.

### 12.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant mineral resource impact. A “no” response to all questions indicates there would be no significant mineral resource impact.

1. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
2. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the Oxnard 2030 General Plan, specific plan, or other land use plan?

### 12.3 METHODS

In considering how the above issues apply to a proposed project, use maps showing the locations of identified mineral resources (for example, the General Plan Background Report, Figure 5-16). If a project

would occur within, or block access to, an area classified as MRZ-2 (areas that contain identified mineral resources) or known other potential mineral resource areas then it may have a significant impact

## 13. NOISE

### 13.1 BACKGROUND

The General Plan Background Report (City of Oxnard 2006: Section 6.4) provides overview and definitions related to noise and presents information on noise regulations and standards.

The main noise generators within the City consist of vehicular traffic along U.S. Route 101, other major roadways, the Oxnard Airport, the Union Pacific Railroad line, and a variety of stationary noise sources. Each of these noise sources is described in greater detail below.

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB noise reduction (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); a change of 5 dBA is readily perceptible (8 times the sound energy); and an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2017). Structures can substantially reduce exposure to noise as well. FHWA’s guidelines indicate modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

### Vehicle Noise

As in most typical urbanized areas, the most pervasive noise sources in the City are motor vehicles, including automobiles, trucks, buses, and motorcycles. The noise generated from vehicles using roads within the City is governed primarily by the number of vehicles, type of vehicles (mix of automobiles, trucks, and other large vehicles), and their speed.



The highest noise levels are adjacent to U.S. Route 101. Noise levels that would affect noise sensitive land uses such as residences, schools, and hospitals also occur along major arterials including Victoria Avenue, Channel Islands Boulevard, Ventura Road, and Oxnard Boulevard.

## **Railroad Noise**

The Union Pacific Railroad line running across the City is the only railroad line utilized on a regular basis. The line enters the City at its eastern boundary, runs west along East Fifth Street to the Transportation Center where it turns north and runs adjacent to Oxnard Boulevard, and eventually crosses the northern City boundary at U.S. Route 101.

Several factors combine to produce railroad noises, including length of train, speed, grade, type of track, number of engines, and number of trips. The Union Pacific Railroad line operates approximately six trains in the City within a 24-hour period. Four trains are scheduled Amtrak passenger trains and the other two are non-scheduled freight trains that could pass through the City anytime during a 24-hour period. Ventura County Railroad Company operates an additional two trains that pass through the city within a 24-hour period. The older residential neighborhoods within the central portion of the City are subject to the greatest noise effects from local railroad activity, particularly the nighttime freight trains.

## **Aircraft or Airport**

The greatest potential for noise intrusion occurs when aircraft land, take off, or run their engines while on the ground. There are three primary sources of noise in a jet engine: the exhaust, the turbo machinery, and the fan. The noise associated with general aviation propeller aircraft (piston and turbo-prop) is produced primarily by the propellers and secondarily from the engine and exhaust.

Aircraft noise affecting the City is primarily generated by Oxnard Airport and Naval Base Ventura County, Point Mugu. Oxnard Airport is situated upon 216 acres of land located west of Ventura Road and north of West Fifth Street. Oxnard Airport is served primarily by general aviation and commuter aircraft. As of 2019, the last year for which figures are available, Oxnard Airport was the base for approximately 140 aircraft and 73,798 annual operations (Ventura County Department of Airports, Oxnard Airport Economic Benefit Analysis, May 2019 -Oxnard Airport. <https://oxr-noise-study.airportstudy.net/>). As of October 2024, the Ventura County Department of Airports is in the process of preparing a Part 150 Noise Compatibility Study for the Oxnard Airport (OXR) in accordance with Title 14 of the Code of Federal Regulations, Part 150 (14 CFR Part 150). This study is a cooperative effort between the Ventura County Department of Airports and the Federal Aviation Administration (FAA). This Part 150 study, which is funded by a grant from the FAA, will include Noise Exposure Maps and a Part 150 Noise Compatibility Program for Oxnard Airport.

Naval Base Ventura County, Point Mugu is located within the jurisdictional boundaries of the County of Ventura. The property is also located within the Oxnard Planning Area. While no major established flight patterns pass over the City, infrequently used patterns do pass over residential areas of the City.

Camarillo Airport is also located within Ventura County. Camarillo Airport does not have any flight paths over the City (Ventura County Department of Airports 2011). However, the northeast portion of the City may experience noise generated by Camarillo Airport operations.

The 2030 General Plan EIR concluded buildout of the City in a pattern consistent with the 2030 General Plan would result in some instances where noise and related impacts would be significant and unavoidable. These include the following impacts:

**Impact 6.4-2** The 2030 Plan could expose a variety of noise-sensitive land uses to traffic noise.

**Impact 6.4-3** The Project could expose a variety of noise-sensitive land uses to railroad noise.

**Impact 6.4-6** The Project could expose a variety of noise-sensitive land uses to excessive groundborne vibration or groundborne noise levels.

The 2030 General Plan EIR also concluded other potential noise impacts could be mitigated through the implementation of regulatory controls and measures present in the City Noise Ordinance and other policies. These issues included: Impact 6.4-1 related to temporary construction noise, Impact 6.4-4 related to changes in traffic patterns or locations of noise effects, and Impact 6.4-5 related to stationary noise sources, which are subject to regulation under the City Noise Ordinance.

Goals and policies in the 2030 General Plan related to noise are summarized in Table 13 of Attachment B

## 13.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a significant noise impact. A “no” response to all questions indicates there would be no significant noise impact.

1. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Oxnard 2030 General Plan or noise ordinance, or applicable standards of other agencies?
2. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?
3. For a project located within the vicinity of a private airstrip or the airport land use plan for Oxnard Airport or within two miles of Naval Base Ventura County, Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?

## 13.3 METHODS

Specific numerical noise criteria are not included in the 2030 General Plan but are referenced in the General Plan Background Report. As a general measure of compatibility, the standards presented in the General Plan Background Report (City of Oxnard 2006: Table 6-5) may be used. For residential and other sensitive uses, the maximum exterior Community Noise Equivalent Level (CNEL) considered compatible is 65 dBA. This standard should be used when evaluating noise from normal traffic corridors, railroad operations and airport operations on proposed land uses. Other standards for other uses are provided in the referenced table. General Plan Policy SH-6.7 also calls for the evaluation of peak noise levels along truck routes.

Activities associated with construction are exempt from the specific quantitative limitations in the City Noise Ordinance but are restricted to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays (OCC Section 7-188[D]). Given the lack of City-defined construction thresholds, construction-related noise would be considered “substantial” when Federal Transit Administration (FTA) construction criteria are exceeded. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their Transit and Noise Vibration Impact Assessment Manual (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA Leq(8hr) for an 8-hour period. Construction noise would be significant if it exceeds this threshold or occurs outside of the hours specified in the OCC. To address construction-related noise issues, review the

description of the proposed project, including information on construction activities. Consult a map showing the location of noise sensitive uses within 500 feet of the project site when assessing construction noise impacts. Noise sensitive uses include: residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.

To determine noise impacts from increased trips on roadways basic noise principles should be applied. As stated previously, a doubling of the energy for a noise source would increase the noise level by 3 dB. Therefore, the doubling of traffic volume on a roadway would increase the noise level by 3 dB. Because the average human ear can perceive changes of 3 dBA, if a project results in the doubling of traffic on a roadway there may be an operational noise impact.

Operational activities are subject to the City Noise Ordinance and the exterior noise limits set forth in OCC Section 7-185, shown in Table 6<sup>3</sup>. If operation of a project would be expected to generate noise in excess of Noise Ordinance limits or introduce a use that may be subject to noise exceeding Noise Ordinance limits, a significant impact may occur.

| <b>Table 6 Exterior Sound Standards</b> |                                                              |                                       |                                |
|-----------------------------------------|--------------------------------------------------------------|---------------------------------------|--------------------------------|
| <b>Sound Zone</b>                       | <b>Type of Land Use</b>                                      | <b>Allowable Exterior Sound Level</b> |                                |
|                                         |                                                              | <b>7:00 a.m. to 10:00 p.m.</b>        | <b>10:00 p.m. to 7:00 a.m.</b> |
| <b>I</b>                                | <b>Residential</b>                                           | <b>55</b>                             | <b>50</b>                      |
| <b>II</b>                               | <b>Commercial</b>                                            | <b>65</b>                             | <b>60</b>                      |
| <b>III</b>                              | <b>Industrial</b>                                            | <b>70</b>                             | <b>70</b>                      |
| <b>IV</b>                               | <b>As identified in Figure IX-2 of the 2020 General Plan</b> |                                       |                                |

(A) Sound Zone I includes residential properties zoned: R-1, R-2, R-3, R-4, R-B-1, R-W-1, R-W-2, R-2-C, R-3-C, MH-P, MHP-C, R-P-D, CPC, R-BF, CBD, C-O, C-1, C-2, CVC, CNC, BRP, HCI, and any of the above zones with a PD suffix  
 Sound Zone II includes commercial properties zoned: C-1, C-2, CBD, CVC, CNC, BRP, RP, RC, HCI, and any of the preceding zones with a PD suffix  
 Sound Zone III includes industrial properties zoned: M-L, M-1, M-2, M-P-D, CR, CDI, EC, COD, and any of the preceding zones with a PD suffix  
 Sound Zone IV includes all properties within the contours around a roadway, railroad track, or the Oxnard Airport, as identified in Figure IX-2 of the 2020 City of Oxnard General Plan

(B) Each of the sound levels specified shall be reduced by five dBA for impulse sound and simple tone noise, or for sounds consisting of speech or music, provided, however, that if the ambient sound level exceeds the allowable exterior sound level, the ambient sound level shall be the standard.

(C) No person at any location within the City shall create, maintain, cause or allow any sound on property which causes the sound level, when measured on any other property, to exceed:

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

(D) In the event the ambient sound level exceeds any of the first four sound level categories in subsection (E) above, the allowable exterior sound level applicable to the category shall be increased to reflect ambient sound level. In the event the ambient sound level exceeds the fifth category, the maximum allowable exterior sound level under the category shall be increased to reflect the maximum ambient sound level.

(F) If the measurement location is on a boundary between two different sound zones, the lower allowable exterior sound level applicable to the sound zone shall apply.

Source: OCC Section 7-185. Exterior Sound Standards

<sup>3</sup> Construction noise is exempt from these standards if they occur between 7:00 a.m. and 6:00 p.m. on weekdays, including Saturday, per OCC Section 7-188.

In addition to exterior sound standards, interior sound standards apply to all residential properties within all sound zones. In accordance with OCC Section 7-185, the allowable interior sound level from 7:00 a.m. to 10:00 p.m. is 50 dBA and from 10:00 a.m. to 7:00 a.m. is 45 dBA. There are additional standards relating to both exterior and interior sound standards regarding impulse and simple tone noise, cumulative periods of time, locations on a boundary between sound zones, and continued sound sources.

The Caltrans (2020) *Transportation and Construction Vibration Guidance Manual* should be used to determine a potential impact to local land uses from vibration from construction activities. Maximum vibration limits are recommended by the American Association of State Highway and Transportation Officials (AASHTO). Based on AASHTO recommendations, limiting vibration levels to below 0.4 inches per second peak particle velocity (PPV) at residential structures would prevent structural damage<sup>4</sup>. These limits are applicable regardless of the frequency of the source. However, potential human annoyance associated with vibration is usually different if it is generated by a steady state or a transient vibration source. The vibration level threshold at which transient vibration sources (such as construction equipment) are considered to be distinctly perceptible is 0.24 inches per second PPV.

## 14. POPULATION AND HOUSING

<sup>4</sup> Plastered walls are indicative of construction processes that have not been common for over 100 years. Therefore, projects constructed near historic buildings may require additional mitigation to prevent vibratory impacts.

## 14.1 BACKGROUND

On January 1, 2024, the City of Oxnard had an estimated population of 197,536 and was the 21st most populous city in California with a density of over 5,038 persons per square mile (Department of Finance [DOF] 2024). Table 7 presents summary population and density data for the City and Ventura County. The City's population makes up approximately 24 percent of the overall county population.

**Table 7 Population: City of Oxnard and Ventura County**

|                                          | City of Oxnard | Ventura County |
|------------------------------------------|----------------|----------------|
| 1990 Population (Census Bureau)          | 142,216        | 669,016        |
| 2010 Population (Census Bureau)          | 197,899        | 823,318        |
| 2020 Population (Census Bureau)          | 207,722        | 845,599        |
| 2024 Population (DOF 2024)               | 197,536        | 823,863        |
| Percentage Population Change (2020-2024) | - 4.90%        | -2.57%         |
| Land (Square Miles)                      | 39.21          | 2,208          |
| Population Density per Sq. Mile (2024)   | 5,038          | 373            |

Source: City of Oxnard General Plan Background Report, 2006; Ventura County ND; 1995, 2017 and 2020 U.S. Census, and 2024 California Department of Finance E-5 City/County Population and Housing Estimates

The DOF estimated the City had 57,673 housing units as of January 1, 2024. Of this total, 31,148 were single-family detached (54 percent), 6,139 were single-family attached (11 percent), 3,871 were in structures with 2 to 4 units (7 percent), 14,008 were in structures with five or more units (24 percent), and 2,507 were mobile homes (4 percent). About one percent of the population lives in Group Homes, such as nursing homes.

The 2030 General Plan includes policies related to population and housing, summarized in Table 14 of Attachment B.

## 14.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions would typically indicate a potentially significant impact. A "no" response to all questions indicates there would be no significant impact related to population or housing.

1. Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?
2. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?
3. Would the project result in a net loss of decent, safe and sanitary housing units (as defined under 24 CFR § 880.201) that are restricted to be affordable, through demolition, conversion, or other means, that may necessitate the development of replacement housing or result in impacts



associated with displacement of at-risk households (e.g. overcrowding, exposure to the elements)?

### 14.3 METHODS

Review the description of the proposed project and the surrounding area. Determine whether the project includes a General Plan amendment and identify the potential to induce substantial growth. General Plan amendments that could result in an increase in population are those for which the population associated with the project site would exceed the population forecast in the 2030 General Plan after buildout to the maximum amount permitted under the General Plan amendment. The potential to induce substantial growth that may have significant physical environmental effects may be indicated by the introduction of a project in an undeveloped area or the extension of major infrastructure. Examples of major infrastructure systems include major roads, highways, or bridges; major utility or service lines; major drainage improvements; or grading that would make accessible a previously inaccessible area. Consider the indirect population growth that could occur from new employment opportunities of a project.

Review the project description and determine the number and type of housing units that would be eliminated and/or added as a result of the project. Calculate the net change in the number of habitable housing units, as well as units affordable to very low- or low-income households. In addition to direct conversion or demolition, affordable units can be lost through conversion to market rate units. Calculate the total population that could be supported by housing that would be added as a result of the project.

The following factors should be considered in making a determination of significance:

- If implementation of the proposed project cause the 2030 General Plan area to exceed the projected growth in population, housing, or employment for the year of project occupancy/build out
- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/build out, and would result in an adverse physical change in the environment
- Whether the project would introduce unplanned infrastructure not previously evaluated in a specific plan area, the 2030 General Plan, or within the City's Capital Improvement Plan (CIP)
- The extent to which growth would occur without implementation of the project
- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the proposed project, in terms of net loss of market-rate and affordable units
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area

- Whether the project is consistent with City housing goals and policies in the City's adopted Housing Element, including Housing and Neighborhood Conservation and Affirmatively Furthering Fair Housing.

## 15. PUBLIC SERVICES AND RECREATION

### 15.1 BACKGROUND

Local public services are described below.

#### **Schools**

The City of Oxnard is served by four elementary school districts and one high school district. Each school district is described below:

##### *Hueneme Elementary School District*

The Hueneme School District educates K-8 students housed in nine elementary schools and two junior high schools. Educational services are provided to Port Hueneme and the southwestern portion of the City. Of the District's 11 facilities, seven are located within the City.

##### *Oxnard School District*

The Oxnard School District is an elementary school district serving grades K-8 within central Oxnard. The District operates 16 elementary schools, four middle schools, and one special education facility. The Oxnard School District serves most of the urban portions of the City south of U.S. Route 101 and north of Port Hueneme.

##### *Ocean View School District*

The Ocean View School District boundary encompasses 80 square miles from the Pacific Ocean to inland Oxnard and from the Los Angeles County line near Malibu north to Port Hueneme. Providing services in a mostly rural area, the District operates three elementary schools and one middle school. District buses travel more than 750 miles per day, providing transportation for more than 80 percent of the District's enrollment with approximately one-third of the total enrollment residing at Naval Base Ventura County. All facilities within the Ocean View School District are located within the City.

##### *Rio Elementary School District*

Serving the northern Oxnard and El Rio areas, Rio Elementary School District facilities include six elementary schools and one junior high school in the City.

##### *Oxnard Union High School District*

Providing educational services since 1901, the Oxnard Union High School District serves the cities of Camarillo, Oxnard, and Port Hueneme. The District operates comprehensive high school campuses, one continuation high school, and various alternative educational programs. Seven of the District's facilities are located within Oxnard. The remaining facilities are located in Camarillo.

#### **Fire Prevention and Response**

The Oxnard Fire Department provides a full range of emergency and non-emergency services to the community. The mission of the Oxnard Fire Department is to safeguard our community and their interests by providing emergency and community-based service, motivated by compassion and professionalism. The Oxnard Fire Department is currently rated as a Class 2/2X fire department by the Insurance Services Office. The Insurance Services Office rating evaluates the fire department, the City's water system, and the Department's communication capabilities. The Insurance Services Office rating is important to communities since most property insurance companies determine the fire risk portion of property insurance premiums on the City's Insurance Services Office rating. The City was last rated by the Insurance Services Office in 2024. Although commercial businesses might see benefits in a Class 1 rating, residential structures would not (City of Oxnard 2011a). As of 2024, the staffing ratio is one firefighter per approximately 5,447 residents, and the eight fire stations serve approximately 26,000 residents per station. The City's ratio of 0.58 firefighters per 1,000 residents is below the national average of 1.72 firefighters per 1,000 residents and below the State average of 1.0 per 1,000 residents (National Fire Protection Association 2020). As shown in Table 8, the eight fire stations throughout the City consist of daily staff of 40 firefighters. Equipment currently used by the Oxnard Fire Department includes 2 command units, 8 engine company vehicles, 2 truck company vehicles, 2 Rescue Squads, 1 Hazmat, 1 USAR, 1 light and air vehicle, and 1 ocean rescue vehicle.

**Table 8 Oxnard Fire Department Station Locations**

| Fire Station | Address                                   | Equipment                                                  | Battalion |
|--------------|-------------------------------------------|------------------------------------------------------------|-----------|
| 81           | 419 S K St, Oxnard CA 93030               | Engine Company, Truck Company                              | 80        |
| 62           | 531 E Pleasant Valley Rd, Oxnard CA 93033 | Engine Company                                             | 60        |
| 63           | 150 Hill St, Oxnard CA 93033              | Engine Company                                             | 60        |
| 84           | 230 W Vineyard Ave, Oxnard CA 93036       | Engine Company                                             | 80        |
| 85           | 1450 Colonia Rd, Oxnard, CA 93030         | Engine Company, Light & Air                                | 80        |
| 66           | 2601 Peninsula Rd, Oxnard, CA 93035       | Engine Company, Squad, Ocean Rescue                        | 60        |
| 87           | 3300 Turnout Park Cr, Oxnard, CA 93036    | Engine Company, Hazmat Battalion Chief                     | 80        |
| 68           | 3000 S Rose Avenue, Oxnard, CA 93033      | Engine Company, Truck Company, Squad, USAR Battalion Chief | 60        |

Source: Oxnard Fire Department 2022.

## Law Enforcement

Within the City limits, law enforcement and police protection services are provided by the Oxnard Police Department. In the unincorporated area, the Ventura Sheriff's Department provides patrol services, and the California Highway Patrol provides traffic control on U.S. Route 101. As of 2024, 242 sworn officers and 127 civilians provided law enforcement services in the City. The Oxnard Police Department headquarters is located at 251 South S Street.

## Parks and Recreation

The City of Oxnard offers a variety of recreational opportunities through the Cultural & Community Services Department and parks and facilities under the Public Works Department. The City of Oxnard Public Works Department currently maintains over 523 acres within the 53 existing parks, along with almost 2 linear miles of beaches. This equals a parkland to population ratio of 8.1 acres/1,000 residents (City of Oxnard Parks & Recreation Master Plan 2021).

In addition, the City offers a wide variety of youth and adult recreational programs designed to meet the needs of residents of all ages. Programs include: After School Program, Mobile Activity Center (MAC), Oxnard Police Activities League (PAL), and the City Corps Program. The City maintains eight community facilities providing a variety of programs and services to the community. The City also provides specialized services for youth and senior residents at its three Youth Centers and three Senior Centers.

## Libraries

The Oxnard Public Library (OPL) provides library services throughout the City at three locations: Downtown Main Library, South Oxnard Center Branch Library, and the Colonia Branch Library. Overall, the OPL has nearly 400,000 items in its collection and approximately 95,560 square feet of library space (72,000 square feet at the Downtown Main Library, 23,000 square feet at the South Oxnard Branch Library and 560 square feet at the Colonia Branch Library). The State of California library standards are a goal of 0.5 square feet of library facility per resident. The American Library Association minimum standard for public library space is 1.0 square feet per resident.

Table 15 in Attachment B summarizes the 2030 General Plan goals and policies related to public services and recreation.

## 15.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant public service or recreation impact. A "no" response to all questions indicates there would be no significant impact with respect to public services or recreation.

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



3. Would the project increase demand for schools such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?
4. Would the project increase the use of existing park facilities such that new or expanded park facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?
5. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
6. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
7. Would the project increase the need for or use of existing libraries or other public facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

### 15.3 METHODS

The following questions should be considered in the analysis:

- Is the project site outside the current service area of fire protection/emergency medical response/law enforcement providers?
- Would the project increase the demand for emergency services that would require expansion of existing fire/police facilities?
- Would the project directly affect existing or planned recreation or park services and/or facilities due to the project's proximity to, or expected usage of, those facilities or services?
- Would the project increase demand for parks or recreation facilities/services such that new or expanded facilities/services are needed?
- Would the project increase demand for school services anticipated at the time of project buildout compared to the expected level of service available, considering, as applicable, scheduled improvements to school district services (facilities, equipment and personnel) and the project's proportional contribution to the demand?
- Would accommodation of the increased demand require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s)?

With respect to schools, estimate the new students generated by the project based on students/household factors provided by local school districts and compare the number of new students to available school capacity (overall capacity minus current school enrollment). Also, determine whether a project may affect operations at an existing school (e.g., by placing a noise-generating facility near an existing school and disrupting school activities). With respect to schools, Section 65995(h) of the California Government Code states payment of statutory school impact fees "...is deemed to be full and

complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Consequently, even when a project may contribute to an exceedance of local public school capacity, its impact may not be significant under CEQA. Therefore, information about how a project may affect school capacity will normally be provided for informational purposes only.

For emergency medical response/law enforcement, use appropriate service generation factors or input from service providers to determine the anticipated demand of the project for these public services. Determine whether the increase in demand is within the capabilities of existing facilities or whether new or expanded facilities would be needed. The need for new personnel would constitute a potentially significant environmental impact only if the need for new personnel may necessitate the construction of new facilities or expansion of existing facilities, the construction of which may have significant environmental effects. In addition, pursuant to OCC Chapter 15, Article VI, a developer is required to pay the City’s Growth Requirement Capital Fee to fund additional government and public safety facilities.

Fire protection analysis should include the following in relation to the project location: Oxnard Fire Department station locations, Fire Department truck and engine company service areas, Fire Department demand for service, project size and configuration, wildfire hazard areas, fire hydrant service areas, and estimated response times. When determining response distance consider the actual travel distance with a focus on intersections that provide access to the project. Determine areas with inadequate access in consultation with the City Fire Department and City Planning Department. Check the project description for evidence of use, manufacture or storage of toxic, readily combustible, or otherwise hazardous materials. Pursuant to OCC Chapter 15, Article VI, a developer is required to pay the City’s Growth Requirement Capital Fee to fund additional government and public safety facilities. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

For recreation and park facilities, estimate demand based on standard factors and/or input from service providers. Compare this demand to the facility capacity and/or established service ratio goals of the 2030 General Plan or the 2021 Parks Master Plan. Based on this information, determine whether new or expanded facilities would be needed to maintain or achieve desired service levels. Pursuant to OCC Chapter 15, Article VI, a developer is required to pay the City’s Growth Requirement Capital Fee to fund additional recreational facilities.

For libraries, evaluate if/how many residents facilitated by the proposed project would be accessing the OPL. Developers of a project would be subject to the City’s Growth Requirement Capital Fee, which requires new construction pay fees per dwelling unit or per 1,000 building square feet of non-residential space that would fund improvements and expansions to government facilities and cultural and recreational facilities such as libraries.

## 16. TRANSPORTATION AND CIRCULATION

### 16.1 BACKGROUND

Descriptions of the roadway network, transit service, bicycle path network, and other transportation components are provided in the General Plan Background Report (Section 4.2). This material includes a description and map of the various functional classifications for roadways in the City. Existing traffic Levels of Service (LOS) for many roadways are also listed, along with the identification of those roadways considered to be deficient with respect to their LOS. LOS is not considered for transportation impacts with respect to CEQA. Movement of goods by truck and rail is also addressed in the General Plan Background Report (Section 4.2.3). Passenger rail service (Section 4.2.4) and transit service (Section 4.2.5) are also described.

Non-motorized transportation (bicycle and pedestrian movement) is also described in the General Plan Background Report (Section 4.2.6) and additional information is provided in the City Bicycle & Pedestrian Facilities Master Plan.

The 2030 General Plan EIR provides additional information related to traffic and transportation systems, and concluded that implementation of the General Plan would result in significant and unavoidable traffic impacts:

**Impact 4.2-1** The Project would result in five intersections operating below LOS C

In all other respects, the 2030 General Plan EIR concluded that traffic and transportation effects would be less than significant.

All of the goals and policies cited in the 2030 General Plan EIR as being related to traffic and circulation are from the Infrastructure and Community Services chapter of the 2030 General Plan Goals and Policies. These are summarized in Table 15 of Attachment B.

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. The primary purpose of SB 743 was to eliminate LOS as a basis for determining significant transportation impacts under CEQA. In response to SB 743, the Governor's Office of Planning and Research (OPR) selected vehicle miles traveled (VMT) as the appropriate metric for evaluating transportation impacts in accordance with CEQA. VMT is the number of miles driven by a vehicle, typically the total on an average day. The total VMT for a day would include all trips made by a driver in a vehicle. For example, a resident may drive to their job, drive to lunch, drive back to their office, and drive home at the end of the day. Adding all of the miles together for the day would be the daily VMT for that driver. VMT impact analysis consistent with SB 743 ultimately compares the estimated VMT of a project with the average VMT for a broader geographic area (such as a city, county, subregion, or region), and if a project has average VMT that is lower than the region, it may not be considered to have a transportation impact. The 2030 General Plan EIR was certified prior to SB 743 being signed into law, and therefore the 2030 General Plan EIR does not include an analysis of VMT.

Two types of projects, land use development projects and transportation infrastructure projects, are affected by SB 743:

- **Land Use:** Development projects and area plans (e.g., General Plan or Housing Element) will continue to require a transportation impact analysis. However, transportation impact studies conducted as part of the CEQA process will now be required to base project impacts on VMT.
- **Transportation Infrastructure:** Prior to SB 743, transportation projects that had the potential to worsen vehicle delays, such as narrowing a roadway to provide bicycle lanes, may result in an environmental impact under CEQA. With SB 743 in place, transportation projects that promote travel by non-auto modes are no longer considered to result in an environmental impact. Roadway widening projects need to be reviewed for potential impacts from increasing VMT.

## 16.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant impact related to transportation and circulation. A “no” response to all questions indicates that there would be no significant impact with respect to transportation and circulation.

1. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
2. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) for analyzing transportation impacts?
3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?
4. Would the project result in inadequate emergency access?

With respect to consistency with CEQA Guidelines Section 15064.3 (Threshold 2 above), VMT thresholds for projects and plans in the City and example projects that may exceed these thresholds are provided in Table 9.

**Table 9 VMT Thresholds of Significance and Example Projects That May Exceed VMT Thresholds**

| Project Type        | Threshold for Determination of Significant VMT Impact                                    | Project Example(s)                                                                                                                                                                                                                                         |
|---------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential Project | Project exceeds 15% below the Ventura County Existing VMT for home-Based VMT per capita. | Single- or multi-family market rate residential development project located in a high or moderate Home-Based VMT per Capita area. These areas are depicted as the Red or Yellow areas of the current Residential Low VMT screening map. (See Attachment C) |

|                                                  |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                             |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Employment<br>(Commercial or Industrial) Project | Project exceeds 15% below the Ventura County Existing VMT for Home-Based Work VMT per employee.                                                                                                                                                                                                                           | Office (general and/or medical/dental) projects, manufacturing and warehousing projects, fulfillment and distribution center projects located in the Red or Yellow area of the most recent Employment VMT screening map. (See Attachment C) |
| Regional Retail Project                          | Project results in a net increase in total VMT in comparison to the existing condition.                                                                                                                                                                                                                                   | Retail projects larger than 50,000 square feet, such as malls, big box retail, and large shopping centers.                                                                                                                                  |
| Mixed-Use Projects                               | Evaluate each project land use component separately using the criteria above. If either the residential or office/commercial component of a mixed-use project fails to meet any of the VMT screening criteria listed in Table 10, then VMT analysis must be conducted for the project components that cannot be screened. | Mixed-use project featuring residential, office, and/or retail components located in Red or Yellow area of respective current Residential Low VMT screening map or Employment VMT screening map area.                                       |
| Land Use Plans                                   | Plan exceeds 15% below the Ventura County Existing VMT for Total VMT per service population.                                                                                                                                                                                                                              | City of Oxnard Specific Plans or General Plan.                                                                                                                                                                                              |
| Other Land Use Types                             | The project applicant should coordinate with the City of Oxnard to determine the appropriate methodology/threshold for analyzing the VMT impacts of land uses not listed above.                                                                                                                                           | Special generators, such as an aquatics center, regional park or amusement park.                                                                                                                                                            |
| Transportation Projects                          | Project results in a net increase in VMT in the study area in comparison to existing conditions.                                                                                                                                                                                                                          | Construction of a new roadway or additional vehicle travel lanes.                                                                                                                                                                           |

## 16.3 METHODS

The Traffic Engineering and Operations section of the Development Services Department has specific requirements for traffic impact studies which are part of determining specific traffic impact fees for new development. Evaluations in an IS or EIR performed for CEQA purposes should be coordinated with the Traffic Engineering and Operations section.

Temporary construction-related traffic impacts are not typically subject to the City's VMT thresholds, but construction traffic may be considered for large projects with the potential to disrupt traffic patterns. For such projects, review project construction plans to determine whether construction activities would result in street closures, blocked access, or the loss or relocation of transit stops. Identify and transportation controls needed to minimize temporary disruption of transportation facilities. Contact the Traffic Engineering and Operations section for assistance.



OPR has provided guidance related to several opportunities for screening out projects from requiring a detailed VMT analysis. Table 10 provides a summary of VMT screening criteria for projects in the City. A project should be reviewed to determine if it satisfies any screening criteria below. A project only needs to satisfy the screening criteria for one of the screening categories to be exempt from requiring further VMT analysis. A project that meets one of the screening criteria below is presumed to have a less than significant VMT impact.

**Table 10 VMT Screening Criteria**

| Screening Criteria                | Project Requirements to Meet Screening Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Size                      | A residential or office project that generates 110 or fewer daily trips. See Table 3 in Attachment C for examples of land use that generally generates 110 daily trips or less.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Locally Serving Project           | A project that has locally serving retail uses that are 50,000 square feet or less. Locally serving retail is retail development that generally improves the convenience of shopping close to home, such as specialty retail, shopping center, grocery store, pharmacy, day care centers, financial services/banks, fitness center or health club, restaurant, and café. This screening criteria may also include locally serving uses such as locally serving assembly uses (places of worship and community organizations) and locally serving community institutions such as K-12 schools, public libraries, fire stations, local government, local parks and similar uses. For non-retail uses that are local serving, evidence should be provided to City staff to substantiate the local serving nature of a project. If the project contains other land uses such as housing or larger retail centers, those uses need to be considered under one of the other screening criteria below. |
| Project Located in a Low VMT Area | A residential or office project that is located in an area that is already 15% below the Ventura County Existing VMT for home-based VMT (residential) or home-based work VMT (employment; See VMT screening maps in Attachment C for residential and employment projects – Zones colored in blue are already 15% or more below the Ventura County Existing VMT ). For mixed-use projects that include both residential and office/commercial land uses, all project land uses should be evaluated against both low VMT screening thresholds.                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Transit Proximity                 | A residential, office, or retail project that is located within a ½ mile of the Metrolink station or within a ½ mile of a bus stop with service frequency of 15 minutes or less during commute periods (PRC § 21064.3). In addition, the project shall have all of the following characteristics: <ul style="list-style-type: none"> <li>▪ A floor Area Ratio (FAR) of 0.75 or greater</li> <li>▪ Is consistent with the applicable current SCAG SCS (as determined by the City)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|                           |                                                                                                                                                                                                                                                                                                                                                |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                           | <ul style="list-style-type: none"> <li>▪ Does not provide more parking than is required under the City of Oxnard Municipal Code or Specific Plan parking requirements</li> <li>▪ Does not replace affordable housing units with moderate or high-income residential units</li> </ul>                                                           |
| Affordable Housing        | A residential project that provides affordable housing units; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.                                                                                                                                                 |
| Transportation Facilities | Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks. Such transportation projects include mass transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes. |

If a project does not meet any of the screening criteria listed in Table 10, a VMT analysis is required. The VMT analysis would rely on the best available data to inform trip generation and trip length. For land use plans (e.g., Specific Plan or General Plan) and projects consisting of residential, office, and retail land uses, the VMT analysis should be conducted using the Ventura County Transportation Model (VCTM) model maintained by the Ventura County Transportation Commission. For other project types, such as a special event venue, the VMT analysis should be customized to determine the unique trip generation and trip length characteristics of the proposed uses in consultation with City staff. The VMT analysis should consider the potential impacts of the project under both existing and future/cumulative conditions as follows:

- **Existing Conditions:** Project-generated VMT should be estimated for the proposed land uses under existing conditions. VMT can be estimated using the VCTM model and should be reported as VMT per capita (residential projects), VMT per employee (office, industrial, or employment-generating projects), or VMT per service population (all other land uses). For land use plans, VMT per service population or Total VMT can be used to determine potential impacts. Net change in total VMT should be used to evaluate regional retail projects larger than 50,000 square feet and transportation projects.
- **Cumulative Conditions:** A less than significant impact under Existing conditions would also result in a less than significant cumulative impact as long as the project is consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

If a project would result in VMT that would exceed any of the applicable significance thresholds listed in Table 9, the project would be considered to have a potentially significant impact to VMT, requiring mitigation. The types of mitigations that affect VMT are those that reduce the number of single-occupant vehicles generated by the project. Possible mitigation to reduce potentially significant VMT impacts include, but is not limited to, implementation of a transportation demand management (TDM) strategies or modification of project design. TDM strategies are reductions available from certain types of project site modifications, programming, and operational changes. A comprehensive list of TDM strategies can be found in the current California Air Pollution Control Officers Association (CAPCOA) publication, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA).

To address potential impacts to non-vehicle-related circulation, individual projects should consider the amount of pedestrian and bicycle activity at project access points; design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists; the type of bicycle facility the project driveway(s) crosses and the level of utilization; and the physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/ bicycle or vehicle/vehicle impacts. For projects in areas of potentially high pedestrian activity, consider performing a pedestrian capacity or level of service analysis. Otherwise, consistency with the programs identified in the Bicycle and Pedestrian Facilities Master Plan would ordinarily be used to evaluate the level of impacts.

All of the following questions should be considered in the analysis:

- Would the project prevent implementation of the City's transportation policies or programs, such as the General Plan Circulation Element policies?
- Would the project remove existing bicycle, pedestrian, or transit facilities?
- Would the project be screened from a VMT analysis?
- Would the project construct or alter any road facilities that would result in insufficient line of sight for drivers, pedestrians, or cyclists?
- Would the project's location provide for adequate Oxnard Fire Department access?
- Are there any street intersections near the project site that would adversely impact emergency response time?

## 17. TRIBAL CULTURAL RESOURCES

### 17.1 BACKGROUND

The earliest residents of the region were the Chumash Indians, known for their well-constructed canoes, fine basket work, and one of the most complex hunter-gatherer cultures. The Ventureño Chumash occupied the area from Topanga Canyon northwest to San Luis Obispo.

Prior to the implementation of a project, Government Code Sections 65352.3 and 65352.4 require a city or county to consult with local Native American tribes on the contact list maintained by the Native American Heritage Commission. The purpose is to preserve or mitigate impacts to places, features, and objects described as a tribal cultural resource in PRC Sections 5097.9 and 5097.993 (located within a city or county's jurisdiction). A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe or a resource determined by a lead agency to be significant (*CEQA Guidelines Section 21074*). Examples of tribal cultural resources include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shines located on public property.

In addition, AB 52 (2014), as codified in PRC Sections 5097, 21073, 21074, 21080, 21082, 21083, and 21084, is intended to:

1. Establish a new classification of resources called Tribal Cultural Resources which considers the value of a resource to tribal cultural traditions, heritages, and identifies;
2. Establish potential mitigation options for Tribal Cultural Resources; and
3. Recognize California Native American tribes have expertise concerning their tribal history and practices.

AB 52 is intended to help identify impacts to Tribal Cultural Resources as early as possible during the CEQA process so appropriate mitigation measures may be developed. Under this legislation, when a project is initiated, the lead agency must formally notify interested tribes that have requested to be on the agency's consultation list. AB 52 consultation should inform the need for a ND, MND, or EIR and must be initiated prior to the release of an ND, MND, or EIR, so it is important to build AB 52 consultation into project schedules.

California Government Code Section 65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the Native American Heritage Commission. As noted in the California Office of Planning and Research (2005) Tribal Consultation Guidelines, "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

Tribes must be given written notification by the lead agency within 14 days of the decision by the lead agency themselves to undertake a project or the lead agency's determination a project application is complete for a private project. If a tribe does not respond to a request within a 30-day timeframe, the

agency may move forward with the project having made a good faith effort to open consultation. However, if the tribe(s) responds after 30 days, the lead agency may elect to begin consultation with the tribe(s), despite the passing of the legal deadline. The lead agency can and should make follow-up calls after the consultation letters are sent to try to get responses as soon as possible. If the tribes do not respond to follow-up telephone calls, they must still be afforded the 30-day window to respond.

Table 5 in Attachment B summarizes the 2030 General Plan goals and policies related to tribal cultural resources.

## 17.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant impact related to tribal cultural resources. A “no” response to all questions indicates there would be no significant impact with respect to tribal cultural resources.

1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
  - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

## 17.3 METHODS

The presence and significance of a potential tribal cultural resource is determined through consultation between CEQA lead agencies and local California Native Americans and Sacred Lands Files provided by the Native American Heritage Commission. Impacts to tribal cultural resources are highly dependent on the nature of the resource but, in general, could occur if there is destruction or alteration of the resource and its surroundings, restricted access to the resource, or other disturbances.

The following questions should be considered in the analysis:

- Would the proposed project occur in a Native American sacred place, or involve grading, excavation, accelerated erosion, or other activities or changes to the project site that could affect tribal cultural resources?
- Is the resource included on the California Register maintained by the SHPO and ranked with an evaluation code of 1 (National Register listed resource) or 2 (determined eligible for listing in the National Register)?
- Is the resource subject to other federal, State, or local preservation guidelines or restrictions?
- Did a tribe respond to formal Tribal Consultation? If so, how were their concerns and/or requests addressed during the consultation process?



If there are known tribal cultural resources, then the project should be designed to avoid those known resources. If known resources cannot be avoided the City should consult with Native American representatives to determine appropriate mitigation measures to reduce impacts to the tribal cultural resource. Typically, mitigation involves preparation of a tribal cultural resource plan that details various contingencies and mandates the presence of a qualified archaeologist and/or Native American Monitor during ground disturbance and subsequent evaluation in the case of discovery. Preservation in place is the preferred manner of treatment of an unearthed resource, but data recovery excavations are also a potential option if avoidance is not feasible. Mitigation should integrate recommendations from tribal representatives.

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## 18. UTILITIES AND SERVICE SYSTEMS

This section addresses water, wastewater, solid waste systems, and telecommunications. Pollutants from stormwater runoff are addressed in Section 10, Hydrology and Water Quality. Energy consumption from electricity and natural gas usage is discussed in Section 6, Energy.

### 18.1 BACKGROUND

#### Water System

The City of Oxnard owns and operates its own municipal water supply system, which relies on both local groundwater and imported water supplies. Groundwater is pumped from its own wells and groundwater allocation, purchased from United Water Conservation District (UWCD) and purchased from Calleguas Municipal Water District (CMWD), which obtains water from the State Water Project (SWP) via the Metropolitan Water District of Southern California (MWDSC).

The City's water system includes five blending stations where imported water from CMWD is blended with local water, either from UWCD or City wells. Current (2020) water deliveries were 25,885 acre-feet per year (AFY). Deliveries are forecast to grow to 33,384 AFY by 2045. The projected demand distribution is detailed in Table 11.

**Table 11 2020 Projected Water Deliveries by Customer Type (Acre Feet per Year)**

| Customer Class                                                  | 2020          | 2025          | 2030          | 2035          | 2040          | 2045          |
|-----------------------------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Single Family                                                   | 8,830         | 9,939         | 10,091        | 10,266        | 10,436        | 10,604        |
| Multi-Family                                                    | 3,613         | 4,067         | 4,128         | 4,200         | 4,269         | 4,339         |
| Commercial                                                      | 3,744         | 4,215         | 4,279         | 4,354         | 4,425         | 4,497         |
| Industrial                                                      | 2,227         | 2,507         | 2,545         | 2,590         | 2,632         | 2,675         |
| Landscape                                                       | 2,915         | 3,282         | 3,331         | 3,390         | 3,445         | 3,501         |
| Agricultural                                                    | 1,084         | 1,221         | 1,239         | 1,261         | 1,281         | 1,302         |
| Other (e.g., Fire Hydrants)                                     | 31            | 35            | 35            | 36            | 37            | 37            |
| Losses                                                          | 2,434         | 2,636         | 2,676         | 2,723         | 2,768         | 2,813         |
| Sales/Transfers/Exchanges to other Agencies                     | 1,007         | 917           | 1,857         | 2,704         | 3,581         | 3,581         |
| <b>Total</b>                                                    | <b>25,885</b> | <b>28,819</b> | <b>30,181</b> | <b>31,524</b> | <b>32,874</b> | <b>33,349</b> |
| Notes: AFY = Acre-Feet per Year<br>Source: City of Oxnard 2021. |               |               |               |               |               |               |

#### Wastewater System

The City of Oxnard provides wastewater collection and treatment services through the Public Works Wastewater Division. The Oxnard Wastewater Treatment Plant (OWTP), located in southwest Oxnard, serves the City, as well as the City of Port Hueneme, Channel Islands Beach Community Services District, Naval Bases Ventura County and Point Mugu, and unincorporated areas of the County. The City owns, operates, and maintains over 400 miles of sewer pipeline and 15 wastewater lift stations.

## Solid Waste

The City's Public Works Department, Environmental Resources Division, is responsible for collecting refuse (including trash, recycling, organics and green waste) and recycling solid and organic waste generated by residential, commercial and industrial users. As it relates to residential solid waste collection service, the City provides residents with weekly collection service utilizing a three-bin (or three-stream) system for their combined garbage, recycling, and organic waste. The City also offers cart service to attached multi-family residential units 4 or less. This can include mobile homes, town homes, duplexes, triplexes, and quadruplexes. Along with residential cart collection service, the City provides curbside cart collection service to its nonresidential and commercial customers which varies in the level of service based on demand. The City also offers bin collection service to the non-residential and multi-family greater than four units (>4) receiving commercial-like bin service. The City operates the Del Norte Regional Recycling & Transfer Station which includes a material recovery facility or "MRF," that serves as the central hub of the City's overall solid waste management system and as a regional resource.

As of 2024, the City meets or exceeds State-mandated rates for diversion of solid waste from landfills via waste reduction, reuse, and recycling. The Environmental Resources Division is continuing to reduce waste going to the landfill through Commercial Mandatory Recycling and Short-lived Climate Pollution Programs. These programs increase recycling opportunities and explore new policies and technologies to conserve natural resources and reduce greenhouse gas emissions.

Table 17 in Attachment B summarizes the 2030 General Plan goals and policies related to water supply, wastewater systems, and solid waste.

## Electric and Natural Gas Infrastructure

Electric infrastructure is provided to the City by Southern California Edison, and natural gas infrastructure is provided by the Southern California Gas Company. OCC Chapter 21, Article III requires electric energy and service facilities be placed underground.

## Telecommunications

The City is provided cable, internet, broadband, cellular, and other telecommunications services by various private companies, such as Verizon, AT&T, and Cox Communications. OCC Chapter 16, Article V, Division 16 provides development standards for wireless communication facilities. OCC Chapter 21, Article III requires electric cable and telephone service facilities be placed underground.

## 18.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant impact related to utilities. A "no" response to all questions indicates there would be no significant impact with respect to utilities.

1. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
2. Would the project have sufficient water supplies and resources available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

3. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?
4. Would the project include non-residential wastewater discharges that are subject to local limits and pretreatment requirements?
5. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
6. Would the project conflict with federal, State, or local management and reduction statutes or regulations related to solid waste?

## 18.3 METHODS

The following questions should be considered in the analysis:

- Is the project's water accounted for in the 2030 General Plan EIR and/or the current Urban Water Management Plan?
- Is there a predetermined water use or allocation for the project area? If yes, would the proposed project exceed predetermined amount?
- Would the project involve more than 500 dwelling units; a shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; a hotel or motel having more than 500 rooms; an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; a mixed-use project that includes one or more of the projects specified in this subdivision; a development that would demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project? Such projects would require a Water Supply Assessment in accordance with SB 610.
- Would the wastewater generated by the project exceed the capacity of the sewer line(s) that would connect the project to the City's sewer system?
- Would the wastewater generated by the project exceed the capacity of the Oxnard Wastewater Treatment Plant?
- Does the proposed project include a change in land use limitations (such as a zone change, variance or General Plan amendment) that could allow greater average daily wastewater flow or solid waste generation than could be generated under the current land use limitations?
- Would the solid waste generated by the project exceed the capacity of existing landfills, such as the Toland Road Landfill or Simi Valley Landfill and Recycling Center?
- Would the project generate solid waste that cannot be disposed of at local landfills due to the presence of hazardous materials?



## Water

For water supply, determine whether new off-site water infrastructure would be required to meet project needs. Infrastructure could include water mains, storage tanks, reservoirs, treatment plants, pump stations, wells, and other connections or distribution facilities. Forecast water demand for the project based on standard factors and determine whether the increase in demand is within the supply and demand forecasts contained in the most recent version of the City's Urban Water Management Plan (UWMP). Water demand can be estimated using default values for indoor and outdoor water use by land use category from the California Emissions Estimator Model (CalEEMod) or other verifiable sources. Confirm water neutrality (i.e., no net increase in water demand) for all projects that are not accounted for in the 2030 General Plan EIR or the latest version of the UWMP), such as projects that involve a zone change or density greater than projected for the site in the General Plan.

The City's water neutrality policy is not codified, which means it may choose to approve a project regardless of its water neutrality status. However, the City has been making planning and permitting decisions pursuant to the water neutrality policy since 2008 and it is therefore assumed a project needs to present a plan for water neutrality. The neutrality policy requires all new development approved in the City must adhere to the calculated water demand allocation as determined in the General Plan. "New development" includes all planned (anticipated in the current General Plan) and any unplanned future development occurring in the City. Under the policy, a development can be water neutral by meeting its projected demand on a citywide scale through existing FCGMA groundwater allocations transferred to the City; contributing to increased efficiency by funding onsite water conservation retrofits; funding offsite water conservation programs; providing additional on-site water supplies; or any combination of these options.

Additional mitigation for projects not meeting water neutrality on a project-specific basis may include improved water efficiency in building systems (i.e., going beyond CAL Green requirements) to reduce baseline water usage; on-site non-potable reuse systems; rainwater and stormwater capture; and funding turf removal or landscape replacement projects at adjacent properties or in the adjacent right of way that reduce outdoor water use.

SB 610 amended State law to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 seeks to promote more collaborative planning between local water suppliers and cities and counties. Detailed information regarding water availability is to be provided to the City prior to approval of specified large development projects (California Department of Water Resources 2003).

Under SB 610, water supply assessments must be provided to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to CEQA. A foundational document for compliance with SB 610 is the UWMP. The UWMP is identified as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in SB 610. Thorough and complete UWMPs will allow water suppliers to use UWMPs as a foundation to fulfill the specific requirements of these two statutes. Cities, counties, water districts, property owners, and developers will all be able to utilize this document when planning for and proposing new projects (California Department of Water Resources 2003). Information about the specific requirements of SB 610 can be found in the Department of Water Resources SB 610 guidebook at [http://www.water.ca.gov/pubs/use/sb\\_610\\_sb\\_221\\_guidebook/guidebook.pdf](http://www.water.ca.gov/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf).

## **Wastewater**

For wastewater system requirements, determine the wastewater generation that would be expected with full implementation of the project based on standard generation factors. Wastewater generation can be estimated based on water demand (typically wastewater generation is from about 80-100% of water demand depending on the use) or other verifiable generation factors. Compare projected average daily flow to the available capacity of the OWTP (overall capacity minus current wastewater flow) to determine whether OWTP project-generated wastewater would exceed plant capacity. Existing sewer main and pump station capacity should be evaluated for ability to handle peak flows from the project. Also determine if new off-site wastewater infrastructure would be required to meet project needs. Infrastructure could include gravity mains, manholes, lift stations, treatment plants, and other connections or collections facilities.

## **Solid Waste**

For solid waste, estimate typical project waste generation using standard generation factors and compare daily solid waste generation to available daily capacity (overall daily capacity minus current daily throughput) at the landfill that serves the project. Determine if all solid waste generated by the project can be processed by a landfill in Ventura County. If the solid waste is hazardous, the waste would need to be transported to a landfill that processes hazardous waste. This would necessitate transporting the hazardous waste outside of Ventura County, and potentially out of the State. Solid waste generation can be estimated using rates from CalEEMod or other verifiable source(s). Determine whether the project would conflict with local or state-mandated requirements.

## 19. WILDFIRE

### 19.1 BACKGROUND

Wildfires in California are unplanned, unwanted fires burning in a natural area, such as a forest, grassland, prairie, or brush. The Oxnard 2030 General Plan, Chapter 6, Safety and Hazards, states “dense urban areas do not contain large amounts of continuous surface fuels to feed a wildfire” (City of Oxnard General Plan Background Report 2006). This is the case with Oxnard, which is a densely built, mostly flat urban area, with the City of Ventura to the north, agricultural land to the east, Port Hueneme to the south, and the Pacific Ocean to the west. Nonetheless, recent years have shown wildfire risk in urban areas to be increasing, particularly where they are about open space areas. CAL FIRE prepared revised fire hazard severity maps in the wake of recent catastrophic wildfires that burned wildland and urban areas alike, including the 2017 Thomas Fire in Ventura, the seventh-largest wildfire in modern California history (CAL FIRE 2021).

According to CAL FIRE, even though surrounding communities are in high or very high fire hazard severity zones, the City of Oxnard is not in a State Responsibility Area, meaning wildfire risk is the responsibility of local agencies (CAL FIRE 2022). This, in turn, as of 2024 CAL FIRE has not released Fire Hazard Severity Data for the City Oxnard. . Furthermore, the City has not been classified by the State. Undeveloped hillside areas to the north and east of the City, such as the Santa Monica Mountains, Santa Susanna Mountains, and hillside north of Ventura, are classified as very high fire hazard severity zones. Once the Local Response Area maps are released by CALFIRE the City of Oxnard will address the data and take needed actions to reduce the risks to the community.

Table 18 in Attachment B summarizes the 2030 General Plan goals and policies related to emergency response and wildfire.

### 19.2 SIGNIFICANCE THRESHOLDS

An affirmative answer to any of the following questions typically indicates a potentially significant impact related to wildfire. A “no” response to all questions indicates there would be no significant impact with respect to wildfire.

If located in or near lands classified with fire hazard severity zones that require mitigation, would the project:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan?
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

## 19.3 METHODS

The City of Oxnard is entirely urban development and does not contain State Responsibility Areas. However, review the location of the project site and determine the distance to fire hazard severity zones. The State fire hazard areas and zones are detailed in CAL FIRE's Fire Hazard Severity Zones Maps and can be viewed at the website below:

- CAL FIRE Fire Hazard Severity Zone Maps:  
<https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022>

Additionally, review recent wildfires in the area to confirm that none have encroached on the project site. Confirm the project site has adequate access to fire hydrant service. If a project is in proximity to undeveloped lands was recently encroached upon by a wildfire, then project site features such as fuel, weather, topography, and surrounding energy lines should be considered and analyzed in accordance with the California Attorney General Best Practices for Analyzing and Mitigation Wildfire Impacts of Development Projects under CEQA.

## 20. CUMULATIVE IMPACTS AND MANDATORY FINDINGS

### 20.1 BACKGROUND

CEQA requires a discussion of cumulative impacts, which are defined as two or more individual effects that, when considered together, are considerable or compound or increase other environmental impacts. The cumulative impact from the proposed project is the change in the environment that results from the incremental impact of the project when added to the impacts of closely related past, present, and reasonably foreseeable future projects. Similar to cumulative impacts, mandatory findings of significance are included in Appendix G of the *CEQA Guidelines* and require an evaluation of whether impacts are cumulatively considerable. Additionally, mandatory findings of significance thresholds are related to substantial degradation or reduction in fish or wildlife habitat and biological or cultural resources, as discussed in Section 4, *Biological Resources*, and Section 5, *Cultural Resources* of this document.

### 20.2 SIGNIFICANCE THRESHOLDS

Generally speaking, the thresholds identified for project impacts will also be used to determine whether a cumulative impact is significant. Whether the proposed project's contribution to a significant cumulative impact is "cumulatively considerable" (and therefore "significant") will need to be determined on a case-by-case basis. A finding that the project's impact would not exceed a particular project-specific threshold would not necessarily mean the project's contribution to a significant cumulative impact would not be "cumulatively considerable" (significant). However, if a project's contribution to a significant cumulative impact would be considered trivial or minor, its contribution to a significant cumulative impact normally would not be considered cumulatively considerable (i.e., the contribution would be "less than significant").

Mandatory findings of significance is the final impact analysis section and requires a determination whether there is substantial evidence that the project may have a significant environmental impact. An affirmative answer to any of the following questions typically indicates a potentially significant impact related to mandatory findings of significance. A "no" response to all questions indicates there would be no significant impact with respect to mandatory findings of significance.

1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?



## 20.3 METHODS

Cumulative impact analysis will typically consider either:

- The forecast of future growth considered in the 2030 General Plan EIR
- A list of planned and pending developments in the City, county, or nearby cities focusing on projects in the general vicinity of the project site

In certain cases, it may be appropriate to use a combination of the above methods. The most appropriate approach will need to be determined on a case-by-case basis and will depend on the nature, size, and location of the project and, in some cases, whether it would contribute to cumulative impacts associated with planned growth.

If a list of planned and pending developments approach is utilized, in part or whole, the City shall typically consider a cumulative project to be “planned and pending,” and therefore a reasonably foreseeable “probable future project” pursuant to *CEQA Guidelines* Section 15065(a)(3), in the following circumstances:

- The cumulative project is under construction;
- The City, or other pertinent agency, has approved the cumulative project even if it has not yet been constructed;
- The City or other pertinent agency is conducting its environmental review of the cumulative project;
- The application for the cumulative project has been received and deemed complete by the City or other pertinent agency at the time the City issues the Notice of Preparation or publishes the Draft IS-MND for the project under review;
- The cumulative project is included in an adopted capital improvements program or in an adopted general, regional, transportation, or other plan;
- The cumulative project is anticipated as a future phase of a previously-approved project; or
- The City or other pertinent agency has devoted significant time and financial resources to prepare for any regulatory review of the cumulative project.

When utilizing a “planned and pending” project list approach, the City will define the “general vicinity” of the area affected by the cumulative impact of the project and provide a reasonable explanation for its determination. In doing so, the City may consider the nature of each environmental resource being examined, the location of the project, and its type.

The following questions should be considered in the analysis:

- Would cumulative impact of the project in combination with the impacts of past, present, and reasonably foreseeable future projects exceed a City significance threshold?
- If so, would the project’s contribution to the significant cumulative impact be cumulatively considerable?

Generally, “cumulatively considerable” means the incremental effect of the proposed project is significant when viewed in connection with the effects of other past, present, and future projects. In practice, past projects are usually part of the existing condition and will be part of the baseline against

which cumulative impacts are analyzed. Exceptions may be projects that have been previously approved, but not yet built and thus are not accounted for in the baseline condition.

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[https://vcportal.ventura.org/OES/2022-03-01\\_VenturaHMP\\_Vol2\\_PublicReviewDraft-compressed.pdf](https://vcportal.ventura.org/OES/2022-03-01_VenturaHMP_Vol2_PublicReviewDraft-compressed.pdf)

# Attachment A

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*CEQA Initial Study Checklist*



## CITY OF OXNARD CEQA INITIAL STUDY CHECKLIST

**Project Title**

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**City of Oxnard Contact Person and  
Phone Number**

---

**Project Location**

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**Project Sponsor's Name and Address**

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**General Plan Designation**

---

**City Zoning**

---

**Description of Project**

---

**Surrounding Land Uses and Setting**

---

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

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**Other Public Agencies Whose  
Approval is Required**

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## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- |                                                      |                                                                                    |                                                          |
|------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> Aesthetics and Urban Design | <input type="checkbox"/> Agricultural Resources                                    | <input type="checkbox"/> Air Quality                     |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                                        | <input type="checkbox"/> Energy                          |
| <input type="checkbox"/> Geology and Soils           | <input type="checkbox"/> Greenhouse Gas Emissions                                  | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning                                     | <input type="checkbox"/> Mineral Resources               |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population and Housing                                    | <input type="checkbox"/> Public Services and Recreation  |
| <input type="checkbox"/> Transportation              | <input type="checkbox"/> Tribal Cultural Resources                                 | <input type="checkbox"/> Utilities and Service Systems   |
| <input type="checkbox"/> Wildfire                    | <input type="checkbox"/> Cumulative Impacts and Mandatory Findings of Significance |                                                          |

## DETERMINATION

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.



- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Signature

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Date

---

Printed Name

---

Title

## EVALUATION OF ENVIRONMENTAL IMPACTS

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

9. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
10. The explanation of each issue should identify:
  - The significance criteria or threshold, if any, used to evaluate each question; and
  - The mitigation measure identified, if any, to reduce the impact to less than significance

## ISSUE TOPICS

| AESTHETICS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings such as by creating new development of other physical changes that are visually incompatible with surrounding areas? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality, such as visual resource policies contained in the 2030 General Plan or other City planning document? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 4. Would the project add to or compound an existing negative visual character associated with the project site?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 5. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| AGRICULTURAL RESOURCES                                                                                                                                                                                                                                       | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?                                                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?                                                                               | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |



| AIR QUALITY                                                                                                                                                       | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project conflict with or obstruct implementation of the Ventura County AQMP?                                                                         | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project result in a cumulatively considerable net increase of any criteria air pollutant in excess of quantitative thresholds recommended by VCAPCD? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. Would the project expose sensitive receptors to substantial pollutant concentrations?                                                                          | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 4. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?                               | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| BIOLOGICAL RESOURCES                                                                                                                                                                                                                                                                                                                   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?                                                           | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. Would the project have a substantial adverse effect on state or federally protected waters of the U.S. (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?                                                                      | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 4. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                                                                   | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 5. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                                  | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 6. Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?                                                                                                                                                   | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| CULTURAL RESOURCES                                                                                                                                            | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|--------------------------|
| 1. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to <i>CEQA Guidelines</i> Section 15064.5?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>CEQA Guidelines</i> Section 15064.5? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Would the project disturb any human remains, including those interred outside of formal cemeteries?                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |

| ENERGY                                                                                                                                                                                              | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?                                                                                     | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| GEOLOGY AND SOILS                                                                                                                                                                                                                                                                      | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                                                                       |                                      |                                                                |                                    |                          |
| a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| b. Strong seismic ground shaking?                                                                                                                                                                                                                                                      | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| c. Seismic-related ground failure, including liquefaction?                                                                                                                                                                                                                             | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| d. Landslides?                                                                                                                                                                                                                                                                         | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?                                  | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 4. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?                                                                                                  | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 5. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?                                                                                   | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |



| GEOLOGY AND SOILS |                                                                                                                        | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|-------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 6.                | Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

**Greenhouse Gas Emissions**

| GREENHOUSE GAS EMISSIONS                                                                                                                            | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?              | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| HAZARDS AND HAZARDOUS MATERIALS                                                                                                                                                                                                                                                 | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|--------------------------|
| 1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Would the project create a substantial hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 4. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 5. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 6. Would the project impair implementation of or physically interfere with an adopted emergency operations plan or Ventura County Operation Area Response Protocol or City of Oxnard emergency evacuation protocols?                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 7. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |

| HYDROLOGY AND WATER QUALITY                                                                                                                                                                                                                  | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|--------------------------|
| 1. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:     |                                |                                                    |                              |                          |
| a. Result in substantial erosion or siltation on- or off-site;                                                                                                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| d. Impede or redirect flood flows?                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 4. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 5. Would the project conflict with or obstruct implementation of the water quality basin plan for Oxnard in the "Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties," NPDES permits and associated | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |

| HYDROLOGY AND WATER QUALITY                                                  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact |
|------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|-----------|
| local standards, or the FCGMA GSP for<br>sustainable groundwater management? |                                      |                                                                |                                    |           |



| LAND USE AND PLANNING                                                                                                                                                                                    | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project physically divide an established community?                                                                                                                                         | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| MINERAL RESOURCES                                                                                                                                                                                | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                         | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the Oxnard 2030 General Plan, specific plan, or other land use plan? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| NOISE                                                                                                                                                                                                                                                                               | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Oxnard 2030 General Plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                                           | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. For a project located within the vicinity of a private airstrip or the airport land use plan for Oxnard Airport or within two miles of Naval Base Ventura County, Point Mugu, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| POPULATION AND HOUSING                                                                                                                                                                                                                                                                                                                                                                            | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?                                                                                                                                                                           | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?                                                                                                                                                                                                                                                 | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. Would the project result in a net loss of decent, safe and sanitary housing units (as defined under 24 CFR § 880.201) that are restricted to be affordable, through demolition, conversion, or other means, that may necessitate the development of replacement housing or result in impacts associated with displacement of at-risk households (e.g. overcrowding, exposure to the elements)? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| PUBLIC SERVICES AND RECREATION                                                                                                                                                                                                                | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|--------------------------|
| 1. Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Would the project increase demand for schools such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 4. Would the project increase the use of existing park facilities such that that new or expanded park facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 5. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 6. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 7. Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |

| TRANSPORTATION AND CIRCULATION                                                                                                                                                    | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|--------------------------|
| 1. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) for analyzing transportation impacts?                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 4. Would the project result in inadequate emergency access?                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |



| TRIBAL CULTURAL RESOURCES                                                                                                                                                                                                                                                                                                                                                             | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
| 1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:          |                                      |                                                                |                                    |                          |
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or                                                                                                                                                                                                          | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| UTILITIES AND SERVICE SYSTEMS                                                                                                                                                                                                                                                                          | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|--------------------------|
| 1. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 4. Would the project include non-residential wastewater discharges that are subject to local limits and pretreatment requirements?                                                                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 5. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 6. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?                                                                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |

| WILDFIRE                                                                                                                                                                                                                                                                                                                                                                             |                                      |                                                                |                                    |                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|--------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                      | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less than<br>Significant<br>Impact | No Impact                |
| 1. If located in or near lands classified with fire hazard severity zones that require mitigation, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                                           | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 2. If located in or near lands classified with fire hazard severity zones that require mitigation, due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?                                                       | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 3. If located in or near lands classified with fire hazard severity zones that require mitigation, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| 4. If located in or near lands classified with fire hazard severity zones that require mitigation, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?                                                                            | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

| MANDATORY FINDINGS OF SIGNIFICANCE                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|--------------------------|
| 1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?                                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |

**Attachment B**

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*City of Oxnard General Plan Goals and Policies Related to CEQA  
Sections*

# CITY OF OXNARD GENERAL PLAN GOALS AND POLICIES RELATED TO CEQA SECTIONS

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**Table 1 2030 General Plan Goals and Policies Related to Aesthetic Resources****Chapter 3 Community Development**

**Goal CD-1** A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.

**CD-1.7** Compact Development

**Goal CD-3** A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride.

**CD-3.3** Innovative Redevelopment

**CD-3.4** Neighborhood Quality of Life Program

**Goal CD-4** Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees and visitors.

**CD-4.3** Urban Village Program and Height Overlay

**CD-4.4** Commercial Area Aesthetics

**CD-4.5** Commercial Signage

**Goal CD-5** Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality.

**CD-5.4** Environmentally Friendly and "Green" Industry

**Goal CD-7** Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity.

**CD-7.4** Urban Village Design Guidelines

**CD-7.7** Urban Village Streetscapes and Identification

**Goal CD-9** A high quality visual image and perception of the City.

**CD-9.1** Neighborhood Identity

**CD-9.2** Revitalization and Redevelopment

**CD-9.3** Gateway Enhancement

**CD-9.4** View Corridor Preservation

**CD-9.5** Unique Character Preservation

**CD-9.6** High Rise Development

**Goal CD-14** Expectations of higher quality design.

**Chapter 4 Infrastructure and Community Services**

**Goal ICS-2** A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" at designated intersections unless excepted.

**ICS-2.11** Scenic Highway Preservation

**ICS-2.12** Gateway Enhancements

|                                                                   |                                                                                                                                                          |
|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal ICS-3</b>                                                 | Level of service “C” at designated intersections, unless otherwise reduced by City Council direction.                                                    |
| <b>ICS-3.2</b>                                                    | Minimum Level of Service C and Exceptions                                                                                                                |
| <b>ICS-3.3</b>                                                    | New Development Level of Service C                                                                                                                       |
| <b>Chapter 5 Environmental Resources</b>                          |                                                                                                                                                          |
| <b>Goal ER-6</b>                                                  | Protected and enhanced natural setting and scenic resources.                                                                                             |
| <b>ER-6.1</b>                                                     | Incorporate Views in New Development                                                                                                                     |
| <b>ER-6.2</b>                                                     | Protect and Enhance Major Scenic Resources                                                                                                               |
| <b>ER-6.3</b>                                                     | Preserve Views of Small Aesthetic Resources                                                                                                              |
| <b>ER-6.4</b>                                                     | Siting of Transmission Lines                                                                                                                             |
| <b>ER-6.5</b>                                                     | Control of Lighting and Glare                                                                                                                            |
| <b>Goal ER-7</b>                                                  | Improved aesthetic quality of major roadways and entrances.                                                                                              |
| <b>ER-7.1</b>                                                     | Medians and Parkways                                                                                                                                     |
| <b>ER-7.2</b>                                                     | Design of Sound or Zone Walls                                                                                                                            |
| <b>ER-7.3</b>                                                     | Design of Transportation Related Structures                                                                                                              |
| <b>Goal ER-8</b>                                                  | Protected coastal resources as a significant landscape feature to be experienced by residents and visitors.                                              |
| <b>ER-8.1</b>                                                     | Protect Shoreline                                                                                                                                        |
| <b>ER-8.2</b>                                                     | New Coastal Development                                                                                                                                  |
| <b>Goal ER-9</b>                                                  | Enhanced perceived character and quality of the City of Oxnard                                                                                           |
| <b>ER-9.1</b>                                                     | Enhance Historic Character                                                                                                                               |
| <b>ER-9.2</b>                                                     | Enhance Neighborhood Diversity                                                                                                                           |
| <b>ER-9.3</b>                                                     | Residential Street Lighting                                                                                                                              |
| <b>ER-9.4</b>                                                     | Human Scale Development                                                                                                                                  |
| <b>Goal ER-10</b>                                                 | Enhanced landscape quality with an emphasis on landscape practices, management and plant species that are appropriate to Oxnard and its coastal climate. |
| <b>ER-10.1</b>                                                    | Promote use of Native and Water Wise Plants                                                                                                              |
| <b>ER-10.2</b>                                                    | Develop Tree Management Program and Ordinance                                                                                                            |
| <b>ER-10.3</b>                                                    | Awareness Program of Importance of Trees                                                                                                                 |
| <b>Goal ER-13</b>                                                 | Well managed extraction of mineral resources that protects the environment and surrounding land uses from adverse effects of extraction operations.      |
| <b>ER-13.3</b>                                                    | Compatibility with Existing Land Uses                                                                                                                    |
| Source: City of Oxnard 2030 General Plan Goals and Policies 2011a |                                                                                                                                                          |

**Table 2 2030 General Plan Goals and Policies Related to Agricultural Land****Chapter 3 Community Development**

**Goal CD-6** Continued agriculture use within the Planning Area, Compatible with the community's vision.

**CD-6.1** Agricultural Buffers

**CD-6.2** Agricultural Preservation

**Chapter 5 Environmental Resources**

**Goal ER-1** Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.

**ER-1.2** Protect Surrounding Agriculture and Open Space

**Goal ER-12** A viable agricultural industry, maintained and enhanced soil resources, reduced erosion, and improved agricultural productivity.

**ER-12.1** Sustainable Agricultural Industry

**ER-12.2** Support County Initiatives

**ER-12.3** Agricultural Partnerships

**ER-12.4** Agricultural Economic Contribution

**ER-12.5** Soil Conservation and Transfer

**ER-12.6** Best Agricultural Practices

**ER-12.7** Conservation of Agricultural Open Space

**ER-12.8** Greenbelt Policies

**ER-12.9** Support Williamson Land Conservation Act Contracts

**ER-12.10** Develop and Agriculture Processing and Support Strategic Plan

**ER-12.11** Urban / Agriculture Buffer Zones

**ER-12.12** Rerouting Roads and Utilities around Agricultural Areas

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 3 2030 General Plan Goals and Policies Related to Air Quality****Chapter 2 Sustainable Community**

**Goal SC-3** Energy efficiency performance standards and generation from renewable sources.

**SC-3.1** New Residential Development

**SC-3.2** Develop a City Energy Action Plan

**SC-3.3** Develop a Community Energy Action Plan

**SC-3.4** Alternative Energy for Public Buildings

**SC-3.5** Load Shifting Devices

**SC-3.7** Renewable Energy Production Requirement

**SC-3.8** Require Use of Passive Energy Conservation Design

**SC-3.9** Promote Voluntary Incentive Programs

**SC-3.10** Alternatives to Power Plant Generation

**SC-3.11** Waste Conversion to Energy Facility

**SC-3.12** Encourage Natural Ventilation

**Goal SC-4** Implementation of the California Green Building Code.

**SC-4.1** Green Building Code Implementation

**Chapter 3 Community Development**

**Goal CD-1** A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.

**CD -1.7** Compact Development

**CD-1.9** Commute Reduction

**Goal CD-5** Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality.

**CD-5.2** Compatible Land Use

**CD-5.4** Environmentally Friendly and "Green" Industry

**CD-5.5** "Green" Major Transportation Routes

**Goal CD-8** Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.

**CD-8.5** Impact Mitigation

**CD-8.9** Jobs/Housing Balance & Sustainable Communities Strategy (SB 375)

**Chapter 4 Infrastructure and Community Services**

**Goal ICS-5** A passenger railroad system that serves the needs of the residents, visitors, and workers.

**ICS-5.1** Enhanced Passenger Rail Service

|                                          |                                                                                                                        |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>ICS-5.2</b>                           | Passenger Rail Service Expansion                                                                                       |
| <b>ICS-5.3</b>                           | Sub Regional Transportation Centers                                                                                    |
| <b>Goal ICS-6</b>                        | Public transit system that serves the needs of the residents and workers of Oxnard.                                    |
| <b>ICS-6.1</b>                           | Transit Facilities for New Developments                                                                                |
| <b>ICS-6.6</b>                           | Alternative Transit Options                                                                                            |
| <b>Goal ICS-7</b>                        | Effective Transportation Demand Management (TDM) programs that help achieve air quality goals and minimize congestion. |
| <b>ICS-7.1</b>                           | Require Transportation Demand Management Programs (TDM)                                                                |
| <b>ICS-7.2</b>                           | Reduce Single-Occupancy Automobile Dependency                                                                          |
| <b>ICS-7.3</b>                           | Travel Patterns                                                                                                        |
| <b>ICS-7.4</b>                           | Park and Ride Lots                                                                                                     |
| <b>Goal ICS-8</b>                        | Safe bicycle and pedestrian circulation throughout the City.                                                           |
| <b>ICS-8.2</b>                           | Bicycle Route Plan                                                                                                     |
| <b>ICS-8.4</b>                           | New Development Requires Bicycle Improvements                                                                          |
| <b>ICS-8.5</b>                           | Public Sidewalks and Pedestrian Orientation                                                                            |
| <b>ICS-8.11</b>                          | Bicycle Parking and Storage                                                                                            |
| <b>ICS-8.13</b>                          | Importance of Pedestrian and Bicycle Access in Site Planning                                                           |
| <b>Goal ICS-10</b>                       | Improved and safe commercial air carrier services.                                                                     |
| <b>ICS-10.3</b>                          | Airport Operations Monitoring                                                                                          |
| <b>Goal ICS-15</b>                       | Managed development adjacent to closed landfill areas that mitigate health and safety hazards.                         |
| <b>ICS-15.2</b>                          | Avoiding Sensitive Land Uses in Areas Adjacent to Landfills                                                            |
| <b>Chapter 5 Environmental Resources</b> |                                                                                                                        |
| <b>Goal ER-14</b>                        | Improved air quality and minimized adverse effects of air pollution on human health and the economy.                   |
| <b>ER-14.1</b>                           | Incorporate Ventura County AQMP Mitigations                                                                            |
| <b>ER-14.2</b>                           | Transportation Demand Management (TDM)                                                                                 |
| <b>ER-14.3</b>                           | Reducing Carbon Monoxide Exposure at Congested Intersections                                                           |
| <b>ER-14.4</b>                           | Emission Control Devices                                                                                               |
| <b>ER-14.5</b>                           | Reducing Construction Impacts during Smog Season                                                                       |
| <b>ER-14.6</b>                           | Minimizing Dust and Air Emissions through Permitting Requirements                                                      |
| <b>ER-14.7</b>                           | Mitigation Monitoring                                                                                                  |
| <b>ER-14.8</b>                           | Regional Cooperation and SB 375                                                                                        |
| <b>ER-14.9</b>                           | Participate in Regional Partnerships                                                                                   |

|                 |                                                                 |
|-----------------|-----------------------------------------------------------------|
| <b>ER-14.10</b> | Consultation with Ventura County Air Pollution Control District |
| <b>ER-14.11</b> | Support Regional Attainment Plans                               |
| <b>ER-14.12</b> | Use VCAPCD Air Quality Assessment Guidelines                    |
| <b>ER-14.13</b> | Co-locate Ancillary Services                                    |

Source: City of Oxnard 2030 General Plan Goals and Policies 2011



**Table 4 2030 General Plan Goals and Policies Related to Biological Resources****Chapter 5 Environmental Resources: Policies designed to protect and preserve sensitive habitats (including those associated with the Santa Clara River) in the Planning Area**

|               |                                                       |
|---------------|-------------------------------------------------------|
| <b>ER-1.1</b> | Protect Oxnard's Natural and Cultural Resources       |
| <b>ER-2.2</b> | Designation and Protection of Sensitive Habitat Areas |
| <b>ER-3.1</b> | Preservation of Riparian Habitat                      |
| <b>ER-4.1</b> | Encourage Protection of Sensitive Habitat             |
| <b>ER-4.2</b> | Limiting Activities in Sensitive Areas                |
| <b>ER-4.3</b> | Designation of Resource Protection Areas              |
| <b>ER-4.4</b> | Loss of Sensitive Habitats                            |
| <b>ER-4.5</b> | Planning in Sensitive Areas                           |
| <b>ER-4.6</b> | Resource Protection Zoning Policies                   |

**Chapter 5 Environmental Resources: Policies designed to protect and preserve unique wetlands, coastal, and ocean resources of the Planning Area**

|               |                                                       |
|---------------|-------------------------------------------------------|
| <b>ER-2.1</b> | Restoration of Ormond Beach Wetlands                  |
| <b>ER-3.4</b> | Reduce Impact on Harbor, Bay, and Ocean Water Ecology |
| <b>ER-3.5</b> | Reduce Construction Silt and Sediment                 |
| <b>ER-6.2</b> | Protect and Enhance Major Scenic Resources            |
| <b>ER-8.1</b> | Protect Shoreline                                     |
| <b>ER-8.2</b> | New Coastal Development                               |
| <b>ER-8.3</b> | Coastal Sand and Habitat Management                   |

**Chapter 5 Environmental Resources: Policies designed to protect agricultural and related open space resources of the Planning Area**

|                 |                                                 |
|-----------------|-------------------------------------------------|
| <b>ER-1.1</b>   | Protect Oxnard's Natural and Cultural Resources |
| <b>ER-1.2</b>   | Protect Surrounding Agricultural and Open Space |
| <b>ER-2.3</b>   | Promote Areas for Open Space                    |
| <b>ER-2.4</b>   | Design Review Process                           |
| <b>ER-4.2</b>   | Limiting Activities in Sensitive Areas          |
| <b>ER-6.6</b>   | New Development Private Open Space              |
| <b>ER-12.1</b>  | Sustainable Agricultural Industry               |
| <b>ER-12.5</b>  | Soil Conservation and Transfer                  |
| <b>ER-12.7</b>  | Conservation of Agricultural Open Space         |
| <b>ER-12.8</b>  | Greenbelt Policies                              |
| <b>ER-12.11</b> | Urban/Agricultural Buffer Zones                 |

**ER-12.12** Rerouting Roads and Utilities around Agricultural Areas**Chapter 5 Environmental Resources: Policies designed to mitigate the impact of development on key biological resources****ER-2.2** Designation and Protection of Sensitive Habitat Areas**ER-2.4** Design Review Process**ER-3.1** Preservation of Riparian Habitat**ER-3.2** Review of Development Proposals**ER-3.3** Request Mitigation Measures from Other Agencies**ER-3.4** Reduce Impact on Harbor, Bay, and Ocean Water Ecology**ER-3.5** Reduce Construction Silt and Sediment**ER-4.5** Planning in Sensitive Areas**ER-10.2** Develop Tree Management Program and Ordinance**Chapter 7 Military Compatibility****Goal MC-3** Mitigated and/or avoided encroachment associated with land uses and development.**MC-3.3** Protect Mugu and Ormond Beach Wetlands

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 5 2030 General Plan Goals and Policies Related to Cultural Resources****Chapter 3 Community Development****CD-3.1** Neighborhood Preservation**Goal CD-7** Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity.**CD-7.4** Urban Village Design Guidelines**CD-9.1** Neighborhood Identity**CD-9.5** Unique Character Preservation**Goal CD-11** Protected historic and authentic qualities of Oxnard's traditional neighborhoods and historic districts.**CD-11.1** Promote Existing Historic Areas**CD-11.2** Historical District Expansion**CD-11.3** Protect and Enhance Cultural Resources**CD-11.4** Incorporate Historic Features**Chapter 5 Environmental Resources****Goal ER-1** Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.**ER-1.1** Protect Oxnard's Natural and Cultural Resources**Goal ER-9** Enhanced perceived character and quality of the City of Oxnard.**ER-9.2** Enhance Neighborhood Diversity**Goal ER-11** Identification, protection, and enhancement of the City's archaeological, historical, and paleontological resources.**ER-11.1** Archaeological Resource Surveys**ER-11.2** Mitigating the Impact of New Development on Cultural Resources**ER-11.3** Development Applicants to Conduct Research**ER-11.4** Historic Preservation**ER-11.5** State Historic Building Code for Adaptive Reuse**ER-11.6** Identification of Archaeological Resources**ER-12.8** Historical Resource Inventory

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 6 2030 General Plan Goals and Policies Related to Energy****Chapter 2 Sustainable Communities**

**Goal SC-3** Energy efficiency performance standards and generation from renewable sources.

**SC-3.7** Renewable Energy Production Requirement

**SC-3.9** Promote Voluntary Incentive Programs

**SC-3.10** Alternatives to Power Plan Generation

**Goal SC-4** Implementation of the California Green Building Code

**SC-4.1** Green Building Code Implementation

**Chapter 3 Community Development**

**Goal CD-5** Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality.

**CD-5.3** Available Services

**CD-5.4** Environmentally Friendly and "Green" Industry

**Goal CD-8** Sensible urban development and redevelopment based on the City's ability to

**CD-8.10** provide necessary governmental services and municipal utilities.  
Timing of Large-Scale Development

**Goal CD-16** Coordinated land use and infrastructure decisions with economic development.

**CD-16.4** Evaluate Fiscal Impacts

**CD-21.2** Modify non-Coastal Dependent Energy Uses

**Chapter 4 Infrastructure and Community Services**

**Goal ICS-1** Provision of adequate facilities and services that maintain service levels, with adequate funding.

**ICS-1.2** Development Impacts to Existing Infrastructure

**Goal ICS-17** Adequate and efficient public utilities that meet the needs of residents of the City.

**ICS-17.5** Undergrounding of Utility Lines

**Table 7 2030 General Plan Goals and Policies Related to Geology and Soils****Chapter 5 Environmental Resources**

**Goal ER-1** Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.

**ER-1.1** Protect Oxnard's Natural and Cultural Resources

**Goal ER-9** Enhanced perceived character and quality of the City of Oxnard.

**ER-9.2** Enhance Neighborhood Diversity

**Goal ER-11** Identification, protection, and enhancement of the City's archaeological, historical, and paleontological resources.

**ER-11.1** Archaeological Resource Surveys

**ER-11.3** Development Applicants to Conduct Research

**ER-11.4** Historic Preservation

**ER-11.6** Identification of Archaeological Resources

**ER-12.8** Historical Resource Inventory

**Chapter 6 Safety & Hazards**

**Goal SH-1** Minimal damage to structures, property, and infrastructure as a result of liquefaction and subsidence.

**SH-1.1** Minimize Liquefaction Risk

**SH-1.2** Minimize Subsidence Trends

**SH-1.3** Building Code Standards

**SH-1.4** Soil, Geologic, and Structural Evaluation Reports

**SH-1.5** Required Geologic Reports

**SH-1.6** Liquefaction Report Waivers

**SH-1.7** Soil Investigations

**SH-1.8** Mitigating Seismic Hazards

**SH-1.9** Financial Assistance for Seismic Upgrades

**Goal SH-2** Preserved coastline and beaches and minimized beach erosion

**SH-2.2** Dredging for Beach Sand Replenishment

**Goal SH-3** New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.

**SH-3.1** Location of New Development

**Goal SH-9** Oxnard Airport operations are at an acceptable risk and compatible with surrounding land uses and activities.

**SH-9.1** Airport Land Use Compatibility Plans

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 8 2030 General Plan Goals and Policies Related to Greenhouse Gas Emissions**

| <b>Chapter 2 Sustainable Community</b> |                                                                                                                                                                                                 |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal SC-1</b>                       | Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.                                                                                             |
| <b>SC-1.1</b>                          | Inventory and Monitor GHG Emissions                                                                                                                                                             |
| <b>SC-1.2</b>                          | Support Statewide Global Warming and Climate Change Mitigation                                                                                                                                  |
| <b>SC-1.3</b>                          | Develop a Climate Action and Adaptation Plan (CAAP) That Supports the Regional SB 375 Sustainable Communities Strategy                                                                          |
| <b>Goal SC-2</b>                       | Sea level rise is routinely considered relative to coastal areas and other City decisions, as relevant.                                                                                         |
| <b>SC-2.1</b>                          | Sea-Level Rise and Updating the Local Coastal Program                                                                                                                                           |
| <b>SC-2.2</b>                          | Sea Level Monitoring System                                                                                                                                                                     |
| <b>SC-2.3</b>                          | Sea Level Rise Consideration in Decision-Making                                                                                                                                                 |
| <b>SC-2.4</b>                          | Avoidance of Coastal Armoring or Hardening                                                                                                                                                      |
| <b>Goal SC-3</b>                       | Energy efficiency performance standards and generation from renewable sources.                                                                                                                  |
| <b>SC-3.6</b>                          | Targets for Zero-Emission Vehicles                                                                                                                                                              |
| <b>SC-3.7</b>                          | Renewable Energy Production Requirement                                                                                                                                                         |
| <b>SC-3.9</b>                          | Promote Voluntary Incentive Programs                                                                                                                                                            |
| <b>SC-3.10</b>                         | Alternatives to Power Plan Generation                                                                                                                                                           |
| <b>Goal SC-4</b>                       | Implementation of the California Green Building Code                                                                                                                                            |
| <b>SC-4.1</b>                          | Green Building Code Implementation                                                                                                                                                              |
| <b>Chapter 3 Community Development</b> |                                                                                                                                                                                                 |
| <b>Goal CD-1</b>                       | A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.                                                |
| <b>CD-1.2</b>                          | Infill Development, Priority to Mixed Use                                                                                                                                                       |
| <b>CD-1.4</b>                          | Transportation Choices                                                                                                                                                                          |
| <b>CD-1.9</b>                          | Commute Reduction                                                                                                                                                                               |
| <b>Goal CD-5</b>                       | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality. |
| <b>CD-5.2</b>                          | Compatible Land Use                                                                                                                                                                             |
| <b>CD-5.4</b>                          | Environmentally Friendly and "Green" Industry                                                                                                                                                   |
| <b>Goal CD-7</b>                       | Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity.                                  |
| <b>CD-7.1</b>                          | Establishment of Urban Villages                                                                                                                                                                 |



|                                                        |                                                                                                                                                                                           |
|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CD-7.4</b>                                          | Urban Village Design Guidelines                                                                                                                                                           |
| <b>CD-7.6</b>                                          | Connectivity                                                                                                                                                                              |
| <b>Goal CD-8</b>                                       | Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.                                              |
| <b>CD-8.1</b>                                          | Limiting Development                                                                                                                                                                      |
| <b>CD-8.5</b>                                          | Impact Mitigation                                                                                                                                                                         |
| <b>CD-8.7</b>                                          | Community Balance                                                                                                                                                                         |
| <b>CD-8.9</b>                                          | Jobs/Housing Balance & Sustainable Communities Strategy (SB 375)                                                                                                                          |
| <b>Goal CD-10</b>                                      | Neighborhoods and urban villages with a distinct sense of place.                                                                                                                          |
| <b>CD-10.1</b>                                         | Human-Scale Development                                                                                                                                                                   |
| <b>CD-10.2</b>                                         | Neighborhood Themes                                                                                                                                                                       |
| <b>Goal CD-21</b>                                      | An updated Local Coastal Program that includes the restoration of the Ormond Beach wetlands and consideration of climate change issues.                                                   |
| <b>CD-21.2</b>                                         | Modify non-Coastal Dependent Energy Uses                                                                                                                                                  |
| <b>Chapter 4 Infrastructure and Community Services</b> |                                                                                                                                                                                           |
| <b>Goal ICS-2</b>                                      | A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" at designated intersections unless excepted. |
| <b>ICS-2.8</b>                                         | Intelligent Transportation Systems                                                                                                                                                        |
| <b>ICS-2.9</b>                                         | Coordinated Traffic Signal Timing with other Agencies                                                                                                                                     |
| <b>ICS-2.10</b>                                        | High Capacity Corridors                                                                                                                                                                   |
| <b>Goal ICS-3</b>                                      | Level of service "C" at designated intersections, unless otherwise reduced by City Council direction.                                                                                     |
| <b>ICS-3.4</b>                                         | Roadway Design/101 Freeway Capacity                                                                                                                                                       |
| <b>Goal ICS-6</b>                                      | Public transit system that serves the needs of the residents and workers of Oxnard.                                                                                                       |
| <b>ICS-6.1</b>                                         | Transit Facilities for New Developments                                                                                                                                                   |
| <b>ICS-6.2</b>                                         | Transit Service Provision                                                                                                                                                                 |
| <b>ICS-6.3</b>                                         | Paratransit                                                                                                                                                                               |
| <b>ICS-6.4</b>                                         | Private Bus Transportation                                                                                                                                                                |
| <b>Goal ICS-7</b>                                      | Effective Transportation Demand Management (TDM) programs that help achieve air quality goals and minimize congestion.                                                                    |
| <b>ICS-7.1</b>                                         | Require Transportation Demand Management Programs (TDM)                                                                                                                                   |
| <b>ICS-7.2</b>                                         | Reduce Single-Occupancy Automobile Dependency                                                                                                                                             |
| <b>ICS-7.3</b>                                         | Travel Patterns                                                                                                                                                                           |
| <b>Goal ICS-8</b>                                      | Safe bicycle and pedestrian circulation throughout the City.                                                                                                                              |
| <b>ICS-8.4</b>                                         | New Development Requires Bicycle Improvements                                                                                                                                             |

|                    |                                                                                                |
|--------------------|------------------------------------------------------------------------------------------------|
| <b>ICS-8.5</b>     | Public Sidewalks and Pedestrian Orientation                                                    |
| <b>ICS-8.6</b>     | Americans with Disability Act (ADA) Handicap Requirements                                      |
| <b>ICS-8.8</b>     | Educational Facilities                                                                         |
| <b>ICS-8.9</b>     | Street Crossings                                                                               |
| <b>ICS-8.12</b>    | Roadway Surfacing                                                                              |
| <b>Goal ICS-11</b> | Water supply, quality, distribution, and storage adequate for existing and future development. |
| <b>ICS-11.6</b>    | Water Conservation and/or Recycling Connection as Mitigation                                   |
| <b>ICS-11.7</b>    | Water Wise Landscapes                                                                          |
| <b>ICS-11.12</b>   | Water for Irrigation                                                                           |
| <b>Goal ICS-17</b> | Adequate and efficient public utilities that meet the needs of residents of the City.          |
| <b>ICS-17.3</b>    | Promoting Renewable Energy Production                                                          |
| <b>Goal-ICS-21</b> | High quality, well maintained school facilities for the residents of Oxnard                    |

## Chapter 5 Environmental Resources

|                   |                                                                                                      |
|-------------------|------------------------------------------------------------------------------------------------------|
| <b>Goal ER-14</b> | Improved air quality and minimized adverse effects of air pollution on human health and the economy. |
| <b>ER-14.1</b>    | Incorporate Ventura County AQMP Mitigations                                                          |
| <b>ER-14.2</b>    | Transportation Demand Management (TDM)                                                               |
| <b>ER-14.3</b>    | Reducing Carbon Monoxide Exposure at Congested Intersections                                         |
| <b>ER-14.4</b>    | Emission Control Devices                                                                             |
| <b>ER-14.5</b>    | Reducing Construction Impacts during Smog Season                                                     |
| <b>ER-14.6</b>    | Minimizing Dust and Air Emissions through Permitting Requirements                                    |
| <b>ER-14.7</b>    | Mitigation Monitoring                                                                                |
| <b>ER-14.8</b>    | Regional Cooperation and SB 375                                                                      |
| <b>ER-14.9</b>    | Participate in Regional Partnerships                                                                 |
| <b>ER-14.10</b>   | Consultation with Ventura County Air Pollution Control District                                      |
| <b>ER-14.11</b>   | Support Regional Attainment Plans                                                                    |
| <b>ER-14.12</b>   | Use VCAPCD Air Quality Assessment Guidelines                                                         |
| <b>ER-14.13</b>   | Co-locate Ancillary Services                                                                         |

## Chapter 6 Safety & Hazards

|                  |                                                                                     |
|------------------|-------------------------------------------------------------------------------------|
| <b>Goal SH-8</b> | Acceptable safety and environmental health risks associated with vehicular transit. |
| <b>SH-8.1</b>    | Planning Programs                                                                   |

**Table 9 2030 General Plan Goals and Policies Related to Hazards and Hazardous Materials****Chapter 3 Community Development****CD-1.12** Avoiding Encroaching the Oxnard Airport**Goal CD-5** Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality.**CD-5.4** Environmentally Friendly and "Green" Industry**Chapter 4 Infrastructure and Community Services****Goal ICS-10** Improved and safe commercial air carrier services.**ICS-10.2** Oxnard Airport Compatible Land Use**ICS-10.3** Airport Operations Monitoring**Goal ICS-15** Managed development adjacent to closed landfill areas that mitigate health and safety hazards.**ICS-15.1** Environmental and Health Impacts of Closed Landfills**ICS-15.2** Avoiding Sensitive Land Uses in Areas Adjacent to Landfills**ICS-15.3** Development Near Bailard Landfill**Goal ICS-16** Residents and property protected from the use, transport, and disposal of hazardous materials.**ICS-16.1** Underground Storage Program**ICS-16.2** Hazardous Waste Audits**ICS-16.3** Recycling of Hazardous Materials**Goal ICS-21** High quality, well maintained school facilities for the residents of Oxnard.**ICS-21.7** Buffer Areas Around Schools**Chapter 6 Safety & Hazards****Goal SH-4** Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education, EOC planning and procedures, and outreach programs.**SH-4.4** Location of Private Emergency Response Facilities**SH-4.6** Access and Evacuation Corridors**SH-4.7** Infrastructure Homeland Security Programs**SH-4.8** Hazard Awareness and Preparedness Education**SH-5.6** Compatibility with Oxnard Airport**SH-6.12** Development Near Railroads and Oxnard Airport**Goal SH-7** Minimized risk associated with the transport distribution, use, and storage of hazardous materials.**SH-7.1** Hazardous Waste Minimization Audit Requirements

|                |                                                                 |
|----------------|-----------------------------------------------------------------|
| <b>SH-7.2</b>  | Handling of Hazardous Materials                                 |
| <b>SH-7.3</b>  | Designated Hazardous Materials Routes                           |
| <b>SH-7.4</b>  | Limiting High Risk Land Uses                                    |
| <b>SH-7.5</b>  | Implementing the Ventura County Hazardous Waste Management Plan |
| <b>SH-7.6</b>  | Attraction/Retention of Clean Industries                        |
| <b>SH-7.7</b>  | Increase Public Awareness                                       |
| <b>SH-7.9</b>  | Sensitive Land Use Planning                                     |
| <b>SH-7.10</b> | Establishment of Hazardous Waste Facility                       |
| <b>SH-7.12</b> | Hazardous Materials Studies                                     |

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 10 2030 General Plan Goals and Policies Related to Hydrology and Water Quality****Chapter 3 Community Development**

**Goal CD-5** Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality.

**CD-5.3** Available Services

**Goal CD-8** Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.

**CD-8.10** Timing of Large-Scale Development

**Goal CD-16** Coordinated land use and infrastructure decisions with economic development.

**CD-16.4** Evaluate Fiscal Impacts

**Chapter 4 Infrastructure and Community Services**

**Goal ICS-1** Provision of adequate facilities and services that maintain service levels, with adequate funding.

**ICS-1.1** Maintain Existing Service Levels

**ICS-1.2** Development Impacts to Existing Infrastructure

**ICS-1.4** Infrastructure Conditions of Approval

**Goal ICS-11** Water supply, quality, distribution, and storage adequate for existing and future development.

**ICS-11.5** Sustainability of Groundwater Supply

**ICS-11.8** Channel Islands Harbor and Offshore Water Quality

**ICS-11.9** Groundwater Extractions

**ICS-11.11** Water Quality

**ICS-11.13** Water Neutral Policy and Urban Water Management Plans

**Goal ICS-12** Adequate capacity at the City Waste Water Treatment Plant to accommodate existing and future development.

**ICS-12.3** Wastewater Discharge Monitoring

**ICS-12.4** Wastewater Discharge

**ICS-12.5** Sedimentation Control

**Goal ICS-13** Adequately sized storm drain systems and discharge treatment, certified levees, and implementation of appropriate National Pollutant Discharge Elimination System (NPDES) permits and regulations.

**ICS-13.1** 100-year Floodplain

**ICS-13.2** Adequate Storm Drains and NPDES Discharge Treatment

**ICS-13.3** Stormwater Detention Basins

**ICS-13.4** Low Impact Development

### Chapter 5 Environmental Resources

**Goal ER-5** Well managed water supply and wastewater treatment programs that together meet expected demand, prevent groundwater overdraft, and ensure water quality.

**ER-5.1** Wastewater Treatment

**ER-5.2** 208 Wastewater Control Plan

**ER-5.3** Reducing Dependence of Groundwater

**ER-5.4** Wastewater Monitoring

**ER-5.6** 208 Groundwater Plan

**ER-5.7** Minimizing Paved Surfaces

### Chapter 6 Safety & Hazards

**Goal SH-1** Minimal damage to structures, property, and infrastructure as a result of liquefaction and subsidence.

**SH-1.2** Minimize Subsidence Trends

**Goal SH-3** New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.

**SH-3.1** Location of New Development

**SH-3.2** New Development Flood Mitigation

**SH-3.3** Updating Flood Insurance Rate Maps

**SH-3.4** Avoiding Blockage of Natural Drainage

**Goal SH-9** Oxnard Airport operations are at an acceptable risk and compatible with surrounding land uses and activities.

**SH-9.1** Airport Land Use Compatibility Plans

Source: City of Oxnard 2030 General Plan Goals and Policies 2011



**Table 11 2030 General Plan Goals and Policies Related to Land Use and Planning****Chapter 3 Community Development**

|                  |                                                                                                                                                                                                 |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal CD-1</b> | A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.                                                |
| <b>CD-1.2</b>    | Infill Development, Priority to Mixed Use                                                                                                                                                       |
| <b>CD-1.3</b>    | Redevelopment to Mixed Use                                                                                                                                                                      |
| <b>CD-1.4</b>    | Transportation Choices                                                                                                                                                                          |
| <b>CD-1.5</b>    | Housing Variety                                                                                                                                                                                 |
| <b>CD-1.6</b>    | Public Facilities                                                                                                                                                                               |
| <b>CD-1.7</b>    | Compact Development                                                                                                                                                                             |
| <b>CD-1.8</b>    | Natural Resource Conservation                                                                                                                                                                   |
| <b>CD-1.9</b>    | Commute Reduction                                                                                                                                                                               |
| <b>CD-1.10</b>   | Jobs-Housing Balance                                                                                                                                                                            |
| <b>CD-1.12</b>   | Avoiding Encroaching the Oxnard Airport                                                                                                                                                         |
| <b>Goal CD-3</b> | A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride.                                               |
| <b>CD-3.1</b>    | Neighborhood Preservation                                                                                                                                                                       |
| <b>CD-3.2</b>    | Encourage Planned Development Code Provisions for Revitalization                                                                                                                                |
| <b>CD-3.3</b>    | Innovative Redevelopment                                                                                                                                                                        |
| <b>CD-3.6</b>    | Barrier-Free Housing and Reasonable Accommodation                                                                                                                                               |
| <b>CD-3.7</b>    | Senior In-Place Housing Opportunities                                                                                                                                                           |
| <b>Goal CD-4</b> | Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees, and visitors.                                                        |
| <b>CD-4.1</b>    | Mitigate Land Use Conflicts                                                                                                                                                                     |
| <b>CD-4.2</b>    | Commercial Revitalization and Redevelopment                                                                                                                                                     |
| <b>CD-4.3</b>    | Urban Village Program and Height Overlay                                                                                                                                                        |
| <b>CD-4.4</b>    | Commercial Area Aesthetics                                                                                                                                                                      |
| <b>CD-4.5</b>    | Commercial Signage                                                                                                                                                                              |
| <b>Goal CD-5</b> | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality. |
| <b>CD-5.1</b>    | Industrial Clustering                                                                                                                                                                           |
| <b>CD-5.2</b>    | Compatible Land Use                                                                                                                                                                             |
| <b>CD-5.3</b>    | Available Services                                                                                                                                                                              |
| <b>CD-5.4</b>    | Environmentally Friendly and "Green" Industry                                                                                                                                                   |

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| <b>CD-5.5</b>                                          | "Green" Major Transportation Routes                                                                                                                            |
| <b>Goal CD-6</b>                                       | Continued agriculture use within the Planning Area, compatible with the community's vision.                                                                    |
| <b>CD-6.1</b>                                          | Agricultural Buffers                                                                                                                                           |
| <b>CD-6.2</b>                                          | Agricultural Preservation                                                                                                                                      |
| <b>Goal CD-7</b>                                       | Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity. |
| <b>CD-7.1</b>                                          | Establishment of Urban Villages                                                                                                                                |
| <b>CD-7.4</b>                                          | Urban Village Design Guidelines                                                                                                                                |
| <b>Goal CD-8</b>                                       | Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.                   |
| <b>CD-8.1</b>                                          | Limiting Development                                                                                                                                           |
| <b>CD-8.2</b>                                          | Services                                                                                                                                                       |
| <b>CD-8.5</b>                                          | Impact Mitigation                                                                                                                                              |
| <b>CD-8.7</b>                                          | Community Balance                                                                                                                                              |
| <b>CD-8.8</b>                                          | Public Facility Service Areas                                                                                                                                  |
| <b>CD-8.10</b>                                         | Timing of Large-Scale Development                                                                                                                              |
| <b>Goal CD-10</b>                                      | Neighborhoods and urban villages with a distinct sense of place.                                                                                               |
| <b>CD-10.1</b>                                         | Human-Scale Development                                                                                                                                        |
| <b>CD-10.2</b>                                         | Neighborhood Themes                                                                                                                                            |
| <b>Chapter 4 Infrastructure and Community Services</b> |                                                                                                                                                                |
| <b>Goal ICS-10</b>                                     | Improved and safe commercial air carrier services.                                                                                                             |
| <b>ICS-10.2</b>                                        | Oxnard Airport Compatible Land Use                                                                                                                             |
| <b>Chapter 5 Environmental Resources</b>               |                                                                                                                                                                |
| <b>Goal ER-3</b>                                       | Protected, restored, and enhanced of water-related habitats and their associated plan and wildlife species.                                                    |
| <b>ER-3.1</b>                                          | Preservation of Riparian Habitat                                                                                                                               |
| <b>ER-3.2</b>                                          | Review of Development Proposals                                                                                                                                |
| <b>ER-3.3</b>                                          | Request Mitigation Measures from Other Agencies                                                                                                                |
| <b>Goal ER-4</b>                                       | Protected, restored, and enhanced sensitive habitat areas.                                                                                                     |
| <b>ER-4.1</b>                                          | Encourage Protection of Sensitive Habitat                                                                                                                      |
| <b>ER-4.4</b>                                          | Loss of Sensitive Habitats                                                                                                                                     |
| <b>ER-4.5</b>                                          | Planning in Sensitive Areas                                                                                                                                    |
| <b>Chapter 7 Military Compatibility</b>                |                                                                                                                                                                |
| <b>Goal MC-2</b>                                       | Participation of NBVC personnel and their dependents and Oxnard government and                                                                                 |

|                                                                  |                                                                                                                                      |
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|                                                                  | residents in planning and development decision-making processes that may impact NBVC and/or, conversely, the City and its residents. |
| <b>MC-2.5</b>                                                    | CEQA Notification                                                                                                                    |
| <b>Goal MC-3</b>                                                 | Mitigated and/or avoided encroachment associated with land uses and development.                                                     |
| <b>MC-3.1</b>                                                    | New Development to Protect Operations                                                                                                |
| <b>MC-3.2</b>                                                    | Vertical Obstructions                                                                                                                |
| <b>MC-3.4</b>                                                    | Reference the Navy's Military Influence Area Map                                                                                     |
| Source: City of Oxnard 2030 General Plan Goals and Policies 2011 |                                                                                                                                      |

**Table 12 2030 General Plan Goals and Policies Related to Mineral Resources****Chapter 5 Environmental Resources**

|                   |                                                                                                                                                                                                                        |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal ER-1</b>  | Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship. |
| <b>ER-1.1</b>     | Protect Oxnard's Natural and Cultural Resources                                                                                                                                                                        |
| <b>Goal ER-13</b> | Well managed extraction of mineral resources that protects the environment and surrounding land uses from adverse effects of extraction operations.                                                                    |
| <b>ER-13.1</b>    | Monitoring Mining Uses                                                                                                                                                                                                 |
| <b>ER-13.2</b>    | Reclamation of Mineral Resources                                                                                                                                                                                       |
| <b>ER-13.3</b>    | Compatibility with Existing Land Uses                                                                                                                                                                                  |
| <b>ER-13.4</b>    | Limiting Special Production Techniques                                                                                                                                                                                 |

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 13 2030 General Plan Goals and Policies Related to Noise**

| <b>Chapter 3 Community Development</b>                 |                                                                                                                                                                                                 |
|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal CD-4</b>                                       | Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees and visitors.                                                         |
| <b>CD-4.1</b>                                          | Mitigate Land Use Conflicts                                                                                                                                                                     |
| <b>Goal CD-5</b>                                       | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality. |
| <b>CD-5.1</b>                                          | Industrial Clustering                                                                                                                                                                           |
| <b>CD-5.2</b>                                          | Compatible Land Use                                                                                                                                                                             |
| <b>CD-5.4</b>                                          | Environmentally Friendly and "Green" Industry                                                                                                                                                   |
| <b>Goal CD-8</b>                                       | Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.                                                    |
| <b>CD-8.5</b>                                          | Impact Mitigation                                                                                                                                                                               |
| <b>Chapter 4 Infrastructure and Community Services</b> |                                                                                                                                                                                                 |
| <b>Goal ICS-10</b>                                     | Improved and safe commercial air carrier services.                                                                                                                                              |
| <b>ICS-10.2</b>                                        | Oxnard Airport Compatible Land Use                                                                                                                                                              |
| <b>Chapter 5 Environmental Resources</b>               |                                                                                                                                                                                                 |
| <b>Goal ER-6</b>                                       | Protected and enhanced natural setting and scenic resources.                                                                                                                                    |
| <b>ER-6.6</b>                                          | New Development Private Open Space                                                                                                                                                              |
| <b>Chapter 6 Safety &amp; Hazards</b>                  |                                                                                                                                                                                                 |
| <b>Goal SH-5</b>                                       | A quiet and safe residential and working environment in terms of exposure to and/or generation of noise.                                                                                        |
| <b>SH-5.1</b>                                          | Noise Abatement Programs                                                                                                                                                                        |
| <b>SH-5.2</b>                                          | State Noise Insulation Standards                                                                                                                                                                |
| <b>SH-5.3</b>                                          | Sound Attenuation Measures                                                                                                                                                                      |
| <b>SH-5.4</b>                                          | Older Neighborhood Noise Mitigation                                                                                                                                                             |
| <b>SH-5.6</b>                                          | Compatibility with Oxnard Airport                                                                                                                                                               |
| <b>SH-5.7</b>                                          | Monitor Vehicular Exhaust Noise                                                                                                                                                                 |
| <b>Goal SH-6</b>                                       | Consideration of noise levels and impacts in the land use planning and development process.                                                                                                     |
| <b>SH-6.1</b>                                          | Construction Noise Control                                                                                                                                                                      |
| <b>SH-6.2</b>                                          | Limiting Construction Activities                                                                                                                                                                |
| <b>SH-6.3</b>                                          | Buffering Sensitive Receptors                                                                                                                                                                   |
| <b>SH-6.4</b>                                          | New Development Noise Compatibility                                                                                                                                                             |

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|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SH-6.5</b>                                                    | Land Use Compatibility with Noise                                                                                                                                                                                   |
| <b>SH-6.6</b>                                                    | Locating Education Institutions to Avoid Noise Disruption                                                                                                                                                           |
| <b>SH-6.7</b>                                                    | Peak Noise Evaluation along Truck Routes                                                                                                                                                                            |
| <b>SH-6.8</b>                                                    | Noise Contour Maps                                                                                                                                                                                                  |
| <b>SH-6.9</b>                                                    | Minimize Noise Exposure to Sensitive Receptors                                                                                                                                                                      |
| <b>SH-6.10</b>                                                   | Point Mugu NAS (Naval Base, Ventura County at Point Mugu) Awareness                                                                                                                                                 |
| <b>SH-6.11</b>                                                   | Exceptions to Noise Standards                                                                                                                                                                                       |
| <b>SH-6.12</b>                                                   | Development Near Railroads and Oxnard Airport                                                                                                                                                                       |
| <b>SH-6.13</b>                                                   | Noise Acceptable for Open Windows and Patios                                                                                                                                                                        |
| <b>Goal SH-8</b>                                                 | Acceptable safety and environmental health risks associated with vehicular transit.                                                                                                                                 |
| <b>SH-8.3</b>                                                    | New Roadways and Expanding Existing Streets                                                                                                                                                                         |
| <b>Chapter 7 Military Compatibility</b>                          |                                                                                                                                                                                                                     |
| <b>Goal MC-2</b>                                                 | Participation of NBVC personnel and their dependents and Oxnard government and residents in planning and development decision-making processes that may impact NBVC and/or, conversely, the City and its residents. |
| <b>MC-2.3</b>                                                    | Development Permitting Process                                                                                                                                                                                      |
| <b>Goal MC-3</b>                                                 | Mitigated and/or avoided encroachment associated with land uses and development.                                                                                                                                    |
| <b>MC-3.4</b>                                                    | Reference the Navy's Military Influence Area Map                                                                                                                                                                    |
| Source: City of Oxnard 2030 General Plan Goals and Policies 2011 |                                                                                                                                                                                                                     |



**Table 14 2030 General Plan Goals and Policies Related to Population and Housing****Chapter 3 Community Development**

**Goal CD-1** A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.

**CD-1.5** Housing Variety

**CD-1.10** Jobs-Housing Balance

**Goal CD-3** A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride.

**CD-3.1** Neighborhood Preservation

**CD-3.2** Encourage Planned Development Code Provisions for Revitalization

**CD-3.3** Innovative Redevelopment

**Goal CD-4** Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees, and visitors.

**CD-4.2** Commercial Revitalization and Redevelopment

**Goal CD-5** Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity.

**CD-7.1** Establishment of Urban Villages

**CD-7.4** Urban Village Design Guidelines

**Goal CD-9** A high quality visual image and perception of the City.

**CD-9.1** Neighborhood Identity

**CD-9.6** High Rise Development

**Chapter 4 Infrastructure and Community Service**

**Goal ICS-21** High quality, well maintained school facilities for the residents of Oxnard.

**ICS-21.1** Accommodating City Growth

**ICS-21.2** Development Fees

**ICS-21.3** Siting of Schools

**ICS-21.4** Mitigation of Impacts

**ICS-21.5** Expansion of Existing Facilities

**ICS-21.6** Monitor Enrollment Needs

**Chapter 7 Military Compatibility**

**Goal MC-4** Continued active status for NBVC should another Base Closure and Realignment Commission (BRAC) be established.

**MC-4.4** Affordable Housing

Note: See Chapter 8 of the 2030 Oxnard General Plan for the Housing Element, including applicable goals and policies.

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 15 2030 General Plan Goals and Policies Related to Public Services and Recreation**
**Chapter 3 Community Development**

|                   |                                                                                                                                                                |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal CD-1</b>  | A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.               |
| <b>CD-1.6</b>     | Public Facilities                                                                                                                                              |
| <b>CD-1.8</b>     | Natural Resource Conservation                                                                                                                                  |
| <b>CD-1.11</b>    | Recreation Opportunities                                                                                                                                       |
| <b>Goal CD-3</b>  | A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride.              |
| <b>Goal CD-4</b>  | Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees, and visitors.                       |
| <b>CD-4.1</b>     | Mitigate Land Use Conflicts                                                                                                                                    |
| <b>Goal CD-7</b>  | Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity. |
| <b>CD-7.12</b>    | Urban Village Collocation with Schools                                                                                                                         |
| <b>CD-7.13</b>    | Urban Village Trail and Open Space Connections                                                                                                                 |
| <b>Goal CD-8</b>  | Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.                   |
| <b>CD-8.2</b>     | Services                                                                                                                                                       |
| <b>CD-8.8</b>     | Public Facility Service Areas                                                                                                                                  |
| <b>Goal CD-15</b> | A strong economic and fiscal base critical to sustaining long-term prosperity for Oxnard residents and businesses.                                             |
| <b>CD-15.1</b>    | Quality of Life                                                                                                                                                |

**Chapter 4 Infrastructure and Community Service**

|                    |                                                                                                                                                                                                    |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal ICS-1</b>  | Provision of adequate facilities and services that maintain service levels, with adequate funding.                                                                                                 |
| <b>ICS-1.1</b>     | Maintain Existing Service Levels                                                                                                                                                                   |
| <b>ICS-1.2</b>     | Development Impacts to Existing Infrastructure                                                                                                                                                     |
| <b>ICS-1.3</b>     | Funding for Public Facilities                                                                                                                                                                      |
| <b>ICS-1.4</b>     | Infrastructure Conditions of Approval                                                                                                                                                              |
| <b>Goal ICS-13</b> | Adequately sized storm drain systems and discharge treatment, certified levees, and implementation of appropriate National Pollutant Discharge Elimination System (NPDES) permits and regulations. |
| <b>ICS-13.1</b>    | 100-year Floodplain                                                                                                                                                                                |
| <b>ICS-13.3</b>    | Stormwater Detention Basins                                                                                                                                                                        |
| <b>Goal ICS-19</b> | Adequate and effective law enforcement and the incorporation of crime prevention features in developments.                                                                                         |
| <b>ICS-19.1</b>    | Additional and/or Enlarged Police Facilities                                                                                                                                                       |

|                                          |                                                                                                                               |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| <b>ICS-19.2</b>                          | Police Review of Development Projects                                                                                         |
| <b>ICS-19.4</b>                          | Crime Prevention Device Requirements                                                                                          |
| <b>ICS-19.5</b>                          | Incorporating Security Design Principles                                                                                      |
| <b>ICS-19.7</b>                          | New Development                                                                                                               |
| <b>ICS-19.8</b>                          | Response Time                                                                                                                 |
| <b>Goal ICS-20</b>                       | Protected public through effective fire prevention services and the incorporation of fire safety features in new development. |
| <b>ICS-20.1</b>                          | Fire Response Time                                                                                                            |
| <b>ICS-20.2</b>                          | Provision of Fire Station Facilities and Equipment                                                                            |
| <b>ICS-20.3</b>                          | Commercial and Industrial Sprinkler Requirements                                                                              |
| <b>ICS-20.4</b>                          | Fire Prevention Mitigation Fee                                                                                                |
| <b>ICS-20.5</b>                          | Fire Services to New Development                                                                                              |
| <b>ICS-20.7</b>                          | Adherence to City Standards                                                                                                   |
| <b>ICS-20.8</b>                          | Development Review                                                                                                            |
| <b>Goal ICS-21</b>                       | High quality, well maintained school facilities for the residents of Oxnard.                                                  |
| <b>ICS-21.1</b>                          | Accommodating City Growth                                                                                                     |
| <b>ICS-21.2</b>                          | Development Fees                                                                                                              |
| <b>ICS-21.3</b>                          | Siting of Schools                                                                                                             |
| <b>ICS-21.4</b>                          | Mitigation of Impacts                                                                                                         |
| <b>ICS-21.5</b>                          | Expansion of Existing Facilities                                                                                              |
| <b>ICS-21.6</b>                          | Monitor Enrollment Needs                                                                                                      |
| <b>Goal ICS-22</b>                       | A full service, high quality public library system.                                                                           |
| <b>ICS-22.3</b>                          | Expansion of Library Services                                                                                                 |
| <b>Goal ICS-23</b>                       | A full range of recreational facilities and services accessible to all Oxnard residents, workers, and visitors.               |
| <b>ICS-23.1</b>                          | City Park and Recreation Standards                                                                                            |
| <b>ICS-23.3</b>                          | Identifying Additional Parklands                                                                                              |
| <b>ICS-23.4</b>                          | Collocation of Parks and Schools                                                                                              |
| <b>ICS-23.8</b>                          | Buffering Neighborhood Parks                                                                                                  |
| <b>ICS-23.9</b>                          | Regional Park Accessibility                                                                                                   |
| <b>ICS-23.10</b>                         | Park Siting and Design to Maximize Security                                                                                   |
| <b>Goal ICS-24</b>                       | Optimized public investment in parks and recreation by reduced costs and funding alternatives.                                |
| <b>ICS-24.3</b>                          | Review Quimby Fee Formula                                                                                                     |
| <b>Chapter 5 Environmental Resources</b> |                                                                                                                               |
| <b>Goal ER-2</b>                         | Maintenance and enhancement of natural resources and open space.                                                              |

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| <b>ER-2.3</b>                         | Promote Areas for Open Space                                                                                                                                                                             |
| <b>Goal ER-4</b>                      | Protected, restored, and enhanced sensitive habitat areas.                                                                                                                                               |
| <b>ER-4.2</b>                         | Limiting Activities in Sensitive Areas                                                                                                                                                                   |
| <b>Goal ER-12</b>                     | A viable agricultural industry, maintained and enhanced soil resources, reduced erosion, and improved agricultural productivity.                                                                         |
| <b>ER-12.11</b>                       | Urban/Agricultural Buffer Zones                                                                                                                                                                          |
| <b>Chapter 6 Safety &amp; Hazards</b> |                                                                                                                                                                                                          |
| <b>Goal SH-4</b>                      | Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education, EOC planning and procedures, and outreach programs. |

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 16 2030 General Plan Goals and Policies Related to Transportation****Chapter 2 Sustainable Communities**

|                  |                                                                                                                        |
|------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>Goal SC-1</b> | Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.                    |
| <b>SC-1.3</b>    | Develop a Climate Action and Adaptation Plan (CAAP) That Supports the Regional SB 375 Sustainable Communities Strategy |
| <b>Goal SC-3</b> | Energy efficiency performance standards and generation from renewable sources.                                         |
| <b>SC-3.6</b>    | Targets for Zero-Emission Vehicles                                                                                     |

**Chapter 3 Community Development**

|                  |                                                                                                                                                                                                 |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal CD-1</b> | A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.                                                |
| <b>CD-1.4</b>    | Transportation Choices                                                                                                                                                                          |
| <b>CD-1.9</b>    | Commute Reduction                                                                                                                                                                               |
| <b>Goal CD-5</b> | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality. |
| <b>CD-5.3</b>    | Available Services                                                                                                                                                                              |
| <b>CD-5.4</b>    | Environmentally Friendly and "Green" Industry                                                                                                                                                   |
| <b>CD-5.5</b>    | "Green" Major Transportation Routes                                                                                                                                                             |
| <b>Goal CD-7</b> | Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity.                                  |
| <b>CD-7.4</b>    | Urban Village Design Guidelines                                                                                                                                                                 |
| <b>CD-7.5</b>    | Pedestrian and Transit Scale                                                                                                                                                                    |
| <b>CD-7.6</b>    | Connectivity                                                                                                                                                                                    |
| <b>CD-7.7</b>    | Urban Village Streetscapes and Identification                                                                                                                                                   |
| <b>CD-7.8</b>    | Road Design                                                                                                                                                                                     |
| <b>Goal CD-8</b> | Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.                                                    |
| <b>CD-8.1</b>    | Limiting Development                                                                                                                                                                            |
| <b>CD-8.5</b>    | Impact Mitigation                                                                                                                                                                               |
| <b>CD-8.7</b>    | Community Balance                                                                                                                                                                               |
| <b>CD-8.9</b>    | Jobs/Housing Balance & Sustainable Communities Strategy (SB 375)                                                                                                                                |

**Chapter 4 Infrastructure and Community Services**

|                   |                                                                                                    |
|-------------------|----------------------------------------------------------------------------------------------------|
| <b>Goal ICS-1</b> | Provision of adequate facilities and services that maintain service levels, with adequate funding. |
| <b>ICS-1.1</b>    | Maintain Existing Service Levels                                                                   |

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|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ICS-1.2</b>    | Development Impacts to Existing Infrastructure                                                                                                                                             |
| <b>ICS-1.3</b>    | Funding for Public Facilities                                                                                                                                                              |
| <b>ICS-1.4</b>    | Infrastructure Conditions of Approval                                                                                                                                                      |
| <b>ICS-2.8</b>    | Intelligent Transportation Systems                                                                                                                                                         |
| <b>ICS-2.9</b>    | Coordinated Traffic Signal Timing with other Agencies                                                                                                                                      |
| <b>ICS-2.10</b>   | High Capacity Corridors                                                                                                                                                                    |
| <b>ICS02.12</b>   | Gateway Enhancements                                                                                                                                                                       |
| <b>ICS-3.4</b>    | Roadway Design/101 Freeway Capacity                                                                                                                                                        |
| <b>ICS-3.8</b>    | 2030 Circulation System Diagram                                                                                                                                                            |
| <b>Goal ICS-4</b> | A functional and balanced goods movement system that provides timely and efficient transport of goods generated by the Port of Hueneme and agricultural, industrial, and commercial areas. |
| <b>ICS-4.5</b>    | Loading and Unloading                                                                                                                                                                      |
| <b>ICS-4.8</b>    | Freight Railroad Right of Way for Other Uses                                                                                                                                               |
| <b>Goal ICS-5</b> | A passenger railroad system that serves the needs of the residents, visitors, and workers.                                                                                                 |
| <b>ICS-5.2</b>    | Passenger Rail Service Expansion                                                                                                                                                           |
| <b>ICS-5.3</b>    | Sub Regional Transportation Centers                                                                                                                                                        |
| <b>Goal ICS-6</b> | Public transit system that serves the needs of the residents and workers of Oxnard.                                                                                                        |
| <b>ICS-6.1</b>    | Transit Facilities for New Developments                                                                                                                                                    |
| <b>Goal ICS-7</b> | Effective Transportation Demand Management (TDM) programs that help achieve air quality goals and minimize congestion.                                                                     |
| <b>ICS-7.3</b>    | Travel Patterns                                                                                                                                                                            |
| <b>Goal ICS-8</b> | Safe bicycle and pedestrian circulation throughout the City.                                                                                                                               |
| <b>ICS-8.1</b>    | Improved Bicycle and Pedestrian Safety                                                                                                                                                     |
| <b>ICS-8.3</b>    | Completing Bicycle and Sidewalk Network                                                                                                                                                    |
| <b>ICS-8.4</b>    | New Development Requires Bicycle Improvements                                                                                                                                              |
| <b>ICS-8.5</b>    | Public Sidewalks and Pedestrian Orientation                                                                                                                                                |
| <b>ICS-8.6</b>    | Americans with Disability Act (ADA) Handicap Requirements                                                                                                                                  |
| <b>ICS-8.7</b>    | Downtown and Beach Area Bicycle Accessibility                                                                                                                                              |
| <b>ICS-8.8</b>    | Educational Facilities                                                                                                                                                                     |
| <b>ICS-8.9</b>    | Street Crossings                                                                                                                                                                           |
| <b>ICS-8.10</b>   | Coastal Trail Development                                                                                                                                                                  |
| <b>ICS-8.11</b>   | Bicycle Parking and Storage                                                                                                                                                                |
| <b>ICS-2.1</b>    | Coordinate with Regional Transportation Planning                                                                                                                                           |
| <b>ICS-2.2</b>    | Improved Port of Hueneme Access                                                                                                                                                            |



|                                       |                                                                                                                                                                                                          |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ICS-2.5</b>                        | Mitigated Impacts on County Roads                                                                                                                                                                        |
| <b>ICS-2.6</b>                        | Reduction of Construction Impacts                                                                                                                                                                        |
| <b>ICS-2.7</b>                        | Consistent Roadway Signage                                                                                                                                                                               |
| <b>ICS-8.12</b>                       | Roadway Surfacing                                                                                                                                                                                        |
| <b>ICS-8.13</b>                       | Importance of Pedestrian and Bicycle Access in Site Planning                                                                                                                                             |
| <b>ICS-8.14</b>                       | Connecting Facilities                                                                                                                                                                                    |
| <b>Goal ICS-9</b>                     | Adequate parking and loading facilities to support residential and commercial parking needs.                                                                                                             |
| <b>ICS-9.1</b>                        | Beach and Coastal Parking                                                                                                                                                                                |
| <b>ICS-9.2</b>                        | Development Adequate Parking                                                                                                                                                                             |
| <b>Goal ICS-10</b>                    | Improved and safe commercial air carrier services.                                                                                                                                                       |
| <b>Goal ICS-20</b>                    | Protected public through effective fire protection services and the incorporation of fire safety features in new development.                                                                            |
| <b>ICS-20.10</b>                      | Adequate Emergency Access and Routes                                                                                                                                                                     |
| <b>Chapter 6 Safety &amp; Hazards</b> |                                                                                                                                                                                                          |
| <b>Goal SH-4</b>                      | Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education, EOC planning and procedures, and outreach programs. |
| <b>SH-4.6</b>                         | Access and Evacuation Corridors                                                                                                                                                                          |
| <b>Goal SH-8</b>                      | Acceptable safety and environmental health risks associated with vehicular transit.                                                                                                                      |
| <b>SH-8.2</b>                         | Reducing Speed on Neighborhood Streets                                                                                                                                                                   |
| <b>SH-8.3</b>                         | New Roadways and Expanding Existing Streets                                                                                                                                                              |
| <b>Goal SH-9</b>                      | Oxnard Airport operations are at an acceptable risk and compatible with surrounding land uses and activities.                                                                                            |
| <b>SH-9.1</b>                         | Airport Land Use Compatibility Plans                                                                                                                                                                     |

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 17 2030 General Plan Goals and Policies Related to Tribal Cultural Resources****Chapter 3 Community Development****CD-11.3** Protect and Enhance Cultural Resources**CD-11.4** Incorporate Historic Features**Chapter 5 Environmental Resources****Goal ER-1** Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.**ER-1.1** Protect Oxnard's Natural and Cultural Resources**Goal ER-11** Identification, protection, and enhancement of the City's archaeological, historical, and paleontological resources.**ER-11.1** Archaeological Resource Surveys**ER-11.2** Mitigating the Impact of New Development on Cultural Resources**ER-11.3** Development Applicants to Conduct Research**ER-11.4** Historic Preservation**ER-11.6** Identification of Archaeological Resources**ER-11.7** Native American Remains**ER-12.8** Historical Resource Inventory

Source: City of Oxnard

**Table 18 2030 General Plan Goals and Policies Related to Utilities and Service Systems**
**Chapter 3 Community Development**

|                   |                                                                                                                                                                                                 |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal CD-5</b>  | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality. |
| <b>CD-5.3</b>     | Available Services                                                                                                                                                                              |
| <b>Goal CD-8</b>  | Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.                                                    |
| <b>CD-8.10</b>    | Timing of Large-Scale Development                                                                                                                                                               |
| <b>Goal CD-16</b> | Coordinated land use and infrastructure decisions with economic development.                                                                                                                    |
| <b>CD-16.4</b>    | Evaluate Fiscal Impacts                                                                                                                                                                         |

**Chapter 4 Infrastructure and Community Services**

|                    |                                                                                                           |
|--------------------|-----------------------------------------------------------------------------------------------------------|
| <b>Goal ICS-1</b>  | Provision of adequate facilities and services that maintain service levels, with adequate funding.        |
| <b>ICS-1.2</b>     | Development Impacts to Existing Infrastructure                                                            |
| <b>Goal ICS-11</b> | Water supply, quality, distribution, and storage adequate for existing and future development.            |
| <b>ICS-11.3</b>    | GREAT Program Implementation                                                                              |
| <b>ICS-11.6</b>    | Water Conservation and/or Recycling Connection as Mitigation                                              |
| <b>ICS-11.7</b>    | Water Wise Landscapes                                                                                     |
| <b>ICS-11.10</b>   | Water Supply Finding for Smaller Projects                                                                 |
| <b>ICS-11.12</b>   | Water for Irrigation                                                                                      |
| <b>ICS-11.13</b>   | Water Neutral Policy and Urban Water Management Plans                                                     |
| <b>Goal ICS-12</b> | Adequate capacity at the City Waste Water Treatment Plant to accommodate existing and future development. |
| <b>ICS-12.1</b>    | Water Recycling and Resource Recovery                                                                     |
| <b>ICS-12.3</b>    | Wastewater Discharge Monitoring                                                                           |
| <b>ICS-12.4</b>    | Wastewater Discharge                                                                                      |
| <b>ICS-12.5</b>    | Sedimentation Control                                                                                     |
| <b>ICS-12.6</b>    | Timing of Future Development                                                                              |
| <b>Goal ICS-14</b> | Reduced solid waste and increased recycling.                                                              |
| <b>ICS-14.1</b>    | Waste Reduction                                                                                           |
| <b>ICS-14.2</b>    | Use of Recycled Materials                                                                                 |
| <b>ICS-14.3</b>    | New Development Requirements                                                                              |

|                                          |                                                                                                                                                          |
|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal ICS-15</b>                       | Managed development adjacent to closed landfill areas that mitigate health and safety hazards.                                                           |
| <b>ICS-15.1</b>                          | Environmental and Health Impacts of Closed Landfills                                                                                                     |
| <b>ICS-15.2</b>                          | Avoiding Sensitive Land Uses in Areas Adjacent to Landfills                                                                                              |
| <b>Goal ICS-17</b>                       | Adequate and efficient public utilities that meet the needs of residents of the City.                                                                    |
| <b>ICS-17.5</b>                          | Undergrounding of Utility Lines                                                                                                                          |
| <b>Chapter 5 Environmental Resources</b> |                                                                                                                                                          |
| <b>Goal ER-5</b>                         | Well managed water supply and wastewater treatment programs that together meet expected demand, prevent groundwater overdraft, and ensure water quality. |
| <b>ER-5.1</b>                            | Wastewater Treatment                                                                                                                                     |
| <b>ER-5.3</b>                            | Reducing Dependence on Groundwater                                                                                                                       |

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

**Table 19 2030 General Plan Goals and Policies Related to Wildfire****Chapter 3 Community Development**

|                  |                                                                                                                                                                                                 |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal CD-5</b> | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality. |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Chapter 4 Infrastructure and Community Services**

|                    |                                                                              |
|--------------------|------------------------------------------------------------------------------|
| <b>Goal ICS-21</b> | High quality, well maintained school facilities for the residents of Oxnard. |
|--------------------|------------------------------------------------------------------------------|

|                 |                             |
|-----------------|-----------------------------|
| <b>ICS-21.7</b> | Buffer Areas Around Schools |
|-----------------|-----------------------------|

**Chapter 6 Safety & Hazards**

|                  |                                                                                                                                                                                                          |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal SH-4</b> | Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education, EOC planning and procedures, and outreach programs. |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                                                   |
|---------------|---------------------------------------------------|
| <b>SH-4.4</b> | Location of Private Emergency Response Facilities |
|---------------|---------------------------------------------------|

|               |                                 |
|---------------|---------------------------------|
| <b>SH-4.6</b> | Access and Evacuation Corridors |
|---------------|---------------------------------|

|               |                                           |
|---------------|-------------------------------------------|
| <b>SH-4.7</b> | Infrastructure Homeland Security Programs |
|---------------|-------------------------------------------|

|               |                                             |
|---------------|---------------------------------------------|
| <b>SH-4.8</b> | Hazard Awareness and Preparedness Education |
|---------------|---------------------------------------------|

|               |                             |
|---------------|-----------------------------|
| <b>SH-7.9</b> | Sensitive Land Use Planning |
|---------------|-----------------------------|

|                |                                           |
|----------------|-------------------------------------------|
| <b>SH-7.10</b> | Establishment of Hazardous Waste Facility |
|----------------|-------------------------------------------|

|                |                             |
|----------------|-----------------------------|
| <b>SH-7.12</b> | Hazardous Materials Studies |
|----------------|-----------------------------|

Source: City of Oxnard 2030 General Plan Goals and Policies 2011

## **Attachment C**

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*SB743 VMT Implementation in Oxnard Memorandum  
Methods and Approach Only*



# Memorandum

Date: July 17, 2024  
To: Kathleen Mallory, City of Oxnard Community Development Department  
From: John Muggridge & Nico Boyd, Fehr & Peers  
Subject: **SB 743 Implementation in Oxnard**

LA21-3261

This memorandum summarizes the process that has been undertaken to study Senate Bill (SB) 743 implementation options for the City of Oxnard. The sections below provide contextual information about SB 743 and describe the development of recommendations for the City's vehicle miles traveled (VMT) metrics, proposed project screening criteria, and thresholds of significance.

## Executive Summary

SB 743, signed in 2013, required changes to the way transportation studies are conducted in California Environmental Quality Act (CEQA) documents. Under SB 743, lead agencies are required to assess changes in VMT rather than motorist delay and level of service (LOS) as the metric for CEQA impact determination. VMT is defined as the product of the number of daily trips generated by a new development and the distance those trips travel to their destinations. SB 743 does not prevent a city from continuing to analyze LOS as part of development review, General Plan conformance, or on-going network monitoring, but LOS will no longer constitute the basis for assessing CEQA impacts. Accordingly, the City must adopt a methodology for assessing VMT for development review within the City.

The most typical analytical approach recommended by the Governor's Office of Planning and Research (OPR) for estimating VMT is to use the travel demand forecasting model for a region. The regional Ventura County Transportation Model (VCTM), maintained by the Ventura County Transportation Commission (VCTC), is currently the best available tool to estimate VMT in the City of Oxnard and the surrounding region. For the City of Oxnard, the OPR recommended VMT methodology includes all trips within the VCTM model for the following metrics: Total VMT per Service Population (all vehicles and all trip purposes), Home-Based VMT per Capita (for residential development projects), and Home-Based Work VMT per employee (for commercial development projects).

VMT data was extracted from the VCTM model's Base Year 2016 and Future Year 2040 scenarios and interpolated to estimate 2024 conditions (Table 1 of this report). Based on the VMT estimates for the City and Ventura County, Total VMT per Service Population, Home-Based VMT per Capita, and Home-Based Work VMT per employee are all lower in Oxnard compared to Ventura County. This means that residential, office, and commercial development in the City is less impactful on VMT than if it occurs elsewhere in Ventura County. Given this finding, the current recommendation is that Existing VMT be defined as the average VMT for Ventura County. This means that new development projects in the City will be compared to the Existing VMT in Ventura County to determine if they exceed the City's VMT impact threshold.

OPR has provided guidance related to several opportunities for screening projects from requiring a detailed VMT analysis. This includes considerations regarding project size, locally serving retail, location within a low VMT area, proximity to transit, transportation improvements that promote non-auto travel, or if a project provides affordable housing. Screening opportunities in the City of Oxnard are summarized in Table 2 of this report.

## Introduction

### What is SB 743?

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. The primary purpose of SB 743 was to eliminate intersection LOS (a measure of vehicular capacity and traffic delay) as a basis for determining significant transportation impacts under CEQA. The law directed OPR to update the CEQA Guidelines to include new performance criteria for determining the significance of transportation impacts.

In response to SB 743, OPR selected VMT as the new transportation impact metric. OPR then submitted updates to the CEQA Guidelines, and these updates were certified by the California Natural Resources Agency in December 2018. Lead agencies were granted a grace period until July 1, 2020 to implement a VMT analysis as part of their environmental review process.

To help aid lead agencies with SB 743 implementation, OPR produced a Technical Advisory.<sup>1</sup> The Technical Advisory helps lead agencies think about the variety of implementation questions they face with respect to shifting from an LOS to a VMT metric. However, lead agencies must still make their own specific decisions about VMT methodology, thresholds, and mitigation. These decisions should be consistent with the City's goals as expressed in their General Plan.

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<sup>1</sup> *Technical Advisory on Evaluating Transportation Impacts in CEQA*, OPR, December 2018  
[http://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

## What is VMT?

VMT is simply the number of miles driven by a vehicle, typically the total on an average day. The total VMT for a day would include all trips made by a driver in a vehicle. For example, a resident may drive to their job, drive to lunch, drive back to their office, and drive home at the end of the day. Adding all of the miles together for the day would be the daily VMT for that driver.

VMT impact analysis consistent with SB 743 ultimately compares the estimated VMT of a project with the average VMT for a broader geographic area (such as a city, county, subregion, or region), and if a project has average VMT that is lower than the region, it may not be considered to have a significant transportation impact.

## Which Projects are Affected by SB 743?

Two types of projects, land use development projects and transportation infrastructure projects, are affected by SB 743:

- **Land Use** – Development projects and area plans (e.g., General Plan or Housing Element) will continue to require a transportation impact analysis. However, transportation impact studies conducted as part of the CEQA process will now be required to base project impacts on VMT.
- **Transportation Infrastructure** – Prior to SB 743, transportation projects that had the potential to worsen vehicle delay, such as narrowing a roadway to provide bicycle lanes, may result in an environmental impact under CEQA. With SB 743 in place, transportation projects that promote travel by non-auto modes are no longer considered to result in an environmental impact. Roadway widening projects need to consider potential impacts from increasing VMT.

## Can Oxnard Still Consider LOS?

**Yes.** SB 743 does not prevent a city from continuing to utilize LOS as part of development review, General Plan conformance, or on-going network monitoring, but LOS will no longer constitute the basis for determining CEQA impacts. Cities can still use vehicle LOS outside of the CEQA process if they determine it is an important part of their transportation analysis process or needed for a determination of General Plan compliance.

## What Decisions Does the City Need to Make to Implement SB 743?

In order to update the City's approach to transportation analysis under CEQA, several decisions will need to be made. As the lead agency for CEQA analysis, the City Council has discretion to make decisions regarding how VMT is evaluated in Oxnard through the following four decision points. Each decision point is summarized briefly below and discussed in more detail in the following sections.

- **VTM Analysis Methodology / Tools** – While a variety of approaches are available, using a regionally adopted travel demand forecasting model is the typical approach.
- **Existing VMT Metrics** – Existing VMT metrics are the average VMT per capita or per employee that a project would be compared to in order to determine whether or not the project would be expected to have a significant impact. The City has the flexibility to choose the geographic area that a project would be compared to, such as the City, the County, or a sub-regional or regional area. This memorandum summarizes the different geographic area options that have been explored for developing this Existing VMT metric as well as the recommended area based on the analytical findings.
- **Screening Criteria** – While the OPR *Technical Advisory* recommends several criteria for determining whether a project should be subject to a VMT impact analysis, the City could consider alternatives to or choose not to adopt screening criteria. Several screening criteria options are described in this memorandum.
- **Thresholds of Significance** – The percentage difference between a project's VMT and the Existing VMT determines whether a project would have a significant transportation impact under CEQA. OPR recommends that a project should generate less VMT than the Existing VMT in order to avoid a significant impact and recommends a threshold of at least 15% less VMT per capita or per employee compared with the Existing VMT in order to avoid a significant transportation impact. However, the City could choose to implement a stricter threshold.

## VTM Analysis Methodology

### Tools

OPR's *Technical Advisory* details various approaches and tools to estimate VMT, but the most typical analytical tool is to use the travel demand forecasting model for a region. The regional VCTM, maintained by VCTC, is currently the best available tool to estimate VMT in the City of Oxnard and the surrounding region. The most recent version of the VCTM uses a base year of 2016 and a horizon year of 2040. Should the City develop its own travel demand model, this can also be used to determine VMT.

### VTM Methodology for Land Use Projects and Plans

Based on input from Fehr & Peers, City staff determine that an origin-destination (OD) VMT methodology would be the appropriate methodology for estimating the VMT of land use projects and plans as guided by SB 743 legislation. The OD VMT method estimates the VMT generated by land uses in a specific geographic area, such as the City or a larger geographic area such as Ventura County. All vehicles traveling to/from the defined geographic area are tracked within the VCTM model and the number of trips and length of trips are used to calculate the OD VMT.



For the City of Oxnard, the VMT methodology includes all trips within the VCTM model for each of the following variable formats:

- **Total VMT per Service Population (all vehicles and all trip purposes):** The total VMT to and from all zones in the geographic area are divided by the total service population (employees + residents) to get the efficiency metric of VMT per service population.
- **Home-Based VMT per capita (automobile only):** All Home-Based auto vehicle trips are traced back to the residence of the trip-maker (Non-Home-Based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of Home-Based VMT per capita.
- **Home-Based work VMT per employee (automobile only):** All auto vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area to get the efficiency metric of Home-Based Work VMT per employee.

### **VMT Methodology for Transportation Projects and Plans**

The VMT methodology for transportation projects is based on the net change in total VMT. The VCTM model is used to estimate the Existing VMT within the City and then forecast the change in VMT with the project in operation. The VMT will be calculated based on the boundary method which considers all travel on roadways in the study area, including vehicles that are traveling on the roadways but don't have an origin or destination in the area (i.e., pass-through or external trips). The VMT for transportation projects is calculated as defined below.

- **Total Roadway VMT (all vehicles):** The total daily VMT can be measured using the VCTM model by multiplying the daily volume on every roadway segment by the length of every roadway segment.

In addition to VMT changes forecasted by the VCTM model, induced travel demand resulting from increasing roadway capacity (e.g., widening roadways with additional lanes) should be considered.

### **VMT Analysis Process**

For projects that do not meet any of the screening criteria described below, a VMT analysis would be required. The VMT analysis would rely on the best available data to inform trip generation and trip length estimates for the project uses. For land use plans (e.g., Specific Plan or General Plan) and projects consisting of residential, office, and retail land uses, the VMT analysis can be conducted using the VCTM model. For other project types, such as a special event venue, the VMT analysis should be customized to determine the unique trip generation and trip length characteristics of the proposed uses. **Appendix A** presents a flowchart that describes the steps involved in the analysis process.

As required under current practice, the VMT analysis should consider the potential impacts of the project under both existing and future/cumulative conditions as follows:

- **Existing Conditions:** Project-generated VMT should be estimated for the proposed land uses under existing conditions. VMT can be estimated using the VCTM model and should be reported as VMT per capita (residential projects), VMT per employee (office, industrial, or employment-generating projects), or VMT per service population (all other land uses). For land use plans, VMT per service population or Total VMT can be used to determine potential impacts.
- **Cumulative Conditions:** A less than significant impact under Existing conditions would also result in a less than significant cumulative impact as long as the project is consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy(RTP/SCS).

In some cases, the Project-effect on VMT should be estimated under cumulative conditions to determine if VMT in the study area would be higher/lower in the future with the project in place. This analysis would be applicable to large planning efforts that may result in changes to regional travel patterns. To evaluate the project's effect on VMT, the future year travel demand model should be updated to reflect the project and determine if the Citywide VMT increases or not with the project.

## Existing VMT Metrics

To understand the VMT trends in the City of Oxnard and the broader area, the VCTM model was used to estimate the Existing VMT metrics. The Existing VMT metrics were developed for Ventura County and the City of Oxnard. The VMT data was based on the Transportation Analysis Zones (TAZs)<sup>2</sup> in both of these areas for the VCTM model's Base Year 2016 and Future Year 2040 conditions and interpolated to estimate 2024 conditions (when analyzing development projects, the Existing VMT would be estimated for the Notice of Preparation (NOP) year for the project). **Table 1** presents VMT estimates for the City and Ventura County. As shown, Total VMT per Service Population, Home-Based VMT per Capita for residential development, and Home-Based Work VMT per employee are all lower in Oxnard compared to Ventura County. This is likely driven by the fact that people who live in Oxnard generally don't have to travel as far for commute or non-commute trips compared to the broader geography of Ventura County.

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<sup>2</sup> Transportation Analysis Zones are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior in the SCAG Model.



**Table 1. VMT Metrics in Oxnard and Ventura County**

| VMT Metrics                                         |                | 2016 | 2024 | 2040 |
|-----------------------------------------------------|----------------|------|------|------|
| Total VMT<br>Per Service Population                 | Ventura County | 27.3 | 26.7 | 25.7 |
|                                                     | Oxnard         | 20.8 | 20.4 | 19.8 |
| Home-Based VMT Per<br>Capita<br>(Residential)       | Ventura County | 16.5 | 17.1 | 18.1 |
|                                                     | Oxnard         | 14.8 | 15.4 | 16.3 |
| Home-Based Work<br>VMT Per employee<br>(Employment) | Ventura County | 16.3 | 14.7 | 12.0 |
|                                                     | Oxnard         | 11.3 | 9.9  | 7.5  |

Given that the City of Oxnard produces less VMT than the broader geography of Ventura County, this means that residential, office, and commercial development in the City is less impactful on VMT than if it occurs elsewhere in Ventura County. Given this finding, the current recommendation is that Existing VMT be defined as the average VMT for Ventura County. This means that new development projects in the City will be compared to the Existing VMT in Ventura County to determine if they exceed the City's VMT impact threshold, described in greater detail below.

## VMT Screening Criteria

VMT is heavily dependent on land use and location. For example, a development site located in an urban area will have lower VMT because people have more options to walk, bike, and take transit or drive short distances to nearby destinations in comparison to a suburban development where most people drive longer distances for their everyday work and household needs. Therefore, OPR has provided guidance related to several opportunities for screening projects from requiring a detailed VMT analysis. Screening opportunities in the City of Oxnard are described below.

**Table 2** provides a summary of VMT screening criteria for projects in the City of Oxnard. Screening categories are described further after the table. A project only needs to satisfy the screening criteria for one of the screening categories to be exempt from requiring further VMT analysis.



**Table 2. VMT Screening Criteria**

| Screening Criteria                | Project Requirements to Meet Screening Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Size                      | A residential or office project that generates 110 or fewer daily trips.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Locally Serving Project           | A project that has locally serving retail uses that are 50,000 square feet or less. Locally serving retail is retail development that generally improves the convenience of shopping close to home, such as specialty retail, shopping center, grocery store, pharmacy, day care centers, financial services/banks, fitness center or health club, restaurant, and café. This screening criteria may also include locally serving uses such as locally serving assembly uses (places of worship and community organizations) and locally serving community institutions such as K-12 schools, public libraries, fire stations, local government, local parks and similar uses. For non-retail uses that are local serving, evidence should be provided to City staff to substantiate the local serving nature of a project. If the project contains other land uses such as housing or larger retail centers, those uses need to be considered under one of the other screening criteria below. |
| Project Located in a Low VMT Area | A residential or office project that is located in an area that is already 15% below the Ventura County Existing VMT (See VMT screening maps in Appendix B for residential and employment projects – Zones colored in blue are already 15% or more below the Ventura County Existing VMT). For mixed-use projects that include both residential and office/commercial land uses, all project land uses should be evaluated against both low VMT screening thresholds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Transit Proximity                 | A residential, office, or retail project that is located within a ½ mile of the Metrolink station or within a ½ mile of a bus stop with service frequency of 15 minutes or less during commute periods (Public Resource Code § 21064.3). In addition, the project should have all of the following characteristics: <ul style="list-style-type: none"> <li>• A Floor Area Ratio (FAR) of 0.75 or greater</li> <li>• Is consistent with the applicable current SCAG SCS (as determined by the City)</li> <li>• Does not provide more parking than is required under the City of Oxnard Municipal Code or Specific Plan parking requirements</li> <li>• Does not replace affordable housing units with moderate or high-income residential units</li> </ul>                                                                                                                                                                                                                                       |
| Affordable Housing                | A residential project that provides affordable housing units; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Transportation Facilities         | Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks. Such transportation projects include mass transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## Project Size

Per OPR guidance, projects that generate less than 110 daily trips may be screened from conducting a VMT analysis. Most jurisdictions are using OPR's guidance with regard to projects that generate

less than 110 daily trips. **Table 3** provides example levels of development that could occur based on various land uses under this screening threshold.

**Table 3. Example Land Use Sizes Generating 110 Daily Trips or Less\***

|              | Single Family Residential | Multifamily Residential | Office             | Industrial                  |
|--------------|---------------------------|-------------------------|--------------------|-----------------------------|
| Project Size | 11 Dwelling Units         | 15 – 24 Dwelling Units  | 11,000 Square Feet | 8,900 – 111,000 Square Feet |

*\*Note: Table 2 is not sufficient for determining whether a proposed project meets the threshold of 110 daily trips or less. All land use projects that are considered for this screening criterion should complete a trip generation analysis to confirm whether the threshold of 110 daily trips or less is met.*

### Locally Serving Project

Per OPR's *Technical Advisory*, local serving retail projects that are 50,000 square feet or less may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. This is because local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Locally serving projects also include locally serving assembly uses (places of worship and community organizations), locally serving community institutions (K-12 schools, public libraries, fire stations, local government, local parks) and similar uses that have the effect of reducing vehicle travel.

### Projects Located in Low VMT Areas

OPR guidance states that residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A low VMT area generally has higher density, a mix of land uses, and provides opportunities for people to walk to nearby uses instead of always driving. Low VMT areas are defined by OPR as areas that are currently generating VMT that is 15% or more below the City's VMT threshold. Land use development projects qualify for this screening if the project will generate VMT that is similar to the existing land uses in the low VMT area.

OPR recommends that lead agencies select a low VMT area screening threshold that aligns with all three statutory goals listed in Section 21099 of the Public Resources Code: (1) reduction of greenhouse gas (GHG) emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses. The State has clear quantitative targets for GHG emissions reduction set forth in law and based on scientific consensus, and the depth of VMT reduction needed to achieve those targets has been quantified. Tying VMT thresholds to GHG reduction also supports the two other statutory goals of promoting land use diversity and providing multimodal travel options. Therefore, to ensure adequate analysis of transportation impacts, OPR recommends using quantitative VMT thresholds linked to GHG reduction targets.

Based on OPR's review of the applicable research, OPR recommends that a per capita or per employee VMT that is 15% below that of existing development in the geographic area (i.e., 15% below the Existing VMT) may be a reasonable threshold.

As discussed, based on input from Fehr & Peers, City staff recommends that Existing VMT be defined as the average VMT in Ventura County for the purpose of setting significance thresholds. As such, the Home-Based VMT per Capita metric for residential development in the City of Oxnard, Ventura County, and the significance thresholds recommended by OPR (defined based on the Ventura County VMT metric) are shown in **Table 4**, and the Home-Based Work VMT per employee metrics and significance thresholds for non-residential development are shown in **Table 5**.

Based on the information presented in **Tables 4** and **5**, the recommendation is to define a low VMT area as a TAZ that is 15% lower than the Existing VMT (defined based on the Ventura County VMT metric) to follow OPR guidance. The two maps in **Appendix B** illustrate the Home-Based VMT per Capita for residential development and Home-Based Work VMT per employee for non-residential development in the City of Oxnard in comparison to the Ventura County average. Areas shown in blue are Low VMT areas in which VMT is already 15% or more below the Ventura County Existing VMT. Areas shown in yellow are Moderate VMT areas in which VMT is between 0% and 15% below the Ventura County Existing VMT, and areas shown in red are High VMT areas in which VMT exceeds the Ventura County Existing VMT.

**Table 4. City of Oxnard Residential VMT (Home-Based VMT) per Capita**

| VMT Metrics                              | Ventura County/ Oxnard Average VMT |               |            |
|------------------------------------------|------------------------------------|---------------|------------|
|                                          | 2016 Model                         | 2024 Estimate | 2040 Model |
| Oxnard Home-Based VMT per Capita         | 14.8                               | 15.4          | 16.3       |
| Ventura County Home-Based VMT per Capita | 16.5                               | 17.1          | 18.1       |
| 15% Below County VMT                     | 14.0                               | 14.5          | 15.4       |

**Table 5. City of Oxnard Employment VMT (Home-Based Work VMT) per Employee**

| VMT Metrics                                     | Ventura County/ Oxnard Average VMT |               |            |
|-------------------------------------------------|------------------------------------|---------------|------------|
|                                                 | 2016 Model                         | 2024 Estimate | 2040 Model |
| Oxnard Home-Based Work VMT per employee         | 11.3                               | 9.9           | 7.5        |
| Ventura County Home-Based Work VMT per employee | 16.3                               | 14.7          | 12.0       |
| 15% Below County VMT                            | 13.9                               | 12.5          | 10.2       |

## **Transit Proximity**

Projects located within Transit Priority Areas (TPAs) as defined under Public Resource Code § 21099 or on High Quality Transit Corridors (HQTCs) as defined under Public Resource Code § 21155 may also be exempt from VMT analysis. TPAs are defined in the OPR Technical Advisory as a ½ mile radius around an existing or planned major transit stop, or an existing stop along a high-quality transit corridor (HQTC). HQTCs are defined in the technical advisory as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

In addition to transit proximity, OPR also recommends that other project characteristics be considered to determine if TPA screening criteria are satisfied. To be considered for TPA screening, a project should have all of the following characteristics:

- A Floor Area Ratio (FAR) of 0.75 or greater;
- Is consistent with the applicable SCAG Sustainable Community Strategy (SCS) (as determined by the City);
- Does not provide more parking than is required under the City of Oxnard Municipal Code or Specific Plan parking requirements; and
- Does not replace affordable housing units with a smaller number of moderate- or high-income residential units.

## **Affordable Housing**

Affordable housing is known to generate lower VMT than market-rate housing. In addition, affordable housing in infill areas can shorten commutes by providing housing closer to where people work, thereby reducing VMT. Affordable housing units in infill locations can be presumed to have a less than significant impact on VMT, absent substantial evidence to the contrary, and can be screened from requiring further VMT analysis. The screening can be applied to infill projects containing 100% of housing units as affordable to lower income households or to only those units within a larger or mixed use infill development that meet affordable housing requirements for lower income households.

## **Transportation Facilities**

Transportation projects that promote active transportation, such as transit, bicycle and pedestrian facilities, are presumed to generally reduce VMT and can be screened from further analysis. In addition, projects that improve safety or improve traffic operations at current bottlenecks, such as intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes are not expected to increase VMT. The following transportation projects can be screened from further VMT analysis.

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation facilities and do not add additional motor vehicle capacity
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or two-way left turn lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Reduction in number of travel lanes
- Installation, removal, or reconfiguration of traffic control devices
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices

If the City determines that a project would likely lead to a measurable and substantial increase in vehicle travel, the City should conduct an analysis assessing the amount of vehicle travel a project will induce. The following are project types that would likely lead to a measurable increase in vehicle travel:

- Addition of through lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges

## VMT Impact Thresholds

CEQA Guidelines Section 15064.7, *Thresholds of Significance*, encourages lead agencies to develop and publish thresholds of significance. Pursuant to Section 15064.7(b), the City can adopt thresholds of significance for VMT by ordinance, resolution, rule or regulation through a public review process supported by substantial evidence. OPR's Technical Advisory has identified 15% below the regional average as the threshold for identifying a significant VMT impact for land use projects and plans. This is based on research conducted to determine the VMT reduction needed in order to help the State achieve its climate goals. Reducing VMT to 15% below existing conditions is a reasonable threshold for new development projects to ensure that projects in Oxnard contribute to the achievement of the State's goals.

OPR guidance is also provided for transportation projects. For roadway widening projects, a significant impact would occur if the project increased the Existing VMT in the study area.

The VMT thresholds for projects and plans in the City of Oxnard, including examples, are summarized below in **Table 6**.



**Table 6. VMT Thresholds of Significance and Example Projects that may exceed VMT Threshold**

| Project Type                                  | Threshold for Determination of Significant VMT Impact                                                                                                                                                                                                                                                                    | Project Example(s)                                                                                                                                                                                                                        |
|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential Project                           | Project exceeds 15% below the Ventura County Existing VMT for home-Based VMT per capita                                                                                                                                                                                                                                  | Single- or multi-family market rate residential development project located in a high Home-Based VMT per Capita area. These areas are depicted as the Red or Yellow areas of Residential Low VMT screening map on Figure 1 in Appendix B. |
| Employment (Commercial or Industrial) Project | Project exceeds 15% below the Ventura County Existing VMT for Home-Based Work VMT per employee                                                                                                                                                                                                                           | Office (general and/or medical/dental) projects, manufacturing and warehousing projects, fulfillment and distribution center projects located in the Red or Yellow area of Employment VMT screening map area on Figure 2 in Appendix B.   |
| Regional Retail Project                       | Project results in a net increase in total VMT in comparison to the existing condition                                                                                                                                                                                                                                   | Retail projects larger than 50,000 square feet, such as malls, big box retail, and large shopping centers                                                                                                                                 |
| Mixed-Use Projects                            | Evaluate each project land use component separately using the criteria above. If either the residential or office/commercial component of a mixed-use project fails to meet any of the VMT screening criteria listed in Table 2, then VMT analysis must be conducted for the project components that cannot be screened. | Mixed-use project featuring residential, office, and/or retail components located in Red or Yellow area of respective Residential Low VMT screening map on Figure 1 or Employment VMT screening map area on Figure 2 in Appendix B.       |
| Land Use Plans                                | Plan exceeds 15% below the Ventura County Existing VMT for Total VMT per service population                                                                                                                                                                                                                              | City of Oxnard Specific Plans or General Plan                                                                                                                                                                                             |
| Other land use types                          | The project applicant should coordinate with the City of Oxnard to determine the appropriate methodology/threshold for analyzing the VMT impacts of land uses not listed above.                                                                                                                                          | Special generator, such as aquatics center, regional park, amusement park, etc.                                                                                                                                                           |
| Transportation Projects                       | Project results in a net increase in VMT in the study area in comparison to existing conditions                                                                                                                                                                                                                          | Construction of a new roadway or additional vehicle travel lanes                                                                                                                                                                          |

## Mitigation

The types of mitigations that affect VMT are those that reduce the number of single-occupant vehicles generated by the project. This can be accomplished by changing the land uses being proposed or by implementing Transportation Demand Management (TDM) strategies. TDM strategies are reductions available from certain types of project site modifications, programming, and operational changes.

The effectiveness of identified TDM strategies is based primarily on research documented in the 2021 California Air Pollution Control Officers Association (CAPCOA) publication, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA, 2021). CAPCOA offers methodology based on the latest science and literature available at the time of publication for each strategy<sup>3</sup>. For a comprehensive list of available TDM strategies, please refer to the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, which contains detailed equations to apply TDM reductions given the land use type and built environment context.

## Recommendations

The following elements are recommended for adoption in the City of Oxnard:

- **Methodology:** It is recommended that the City of Oxnard utilize the regional VCTM, maintained by VCTC, to estimate VMT in the City of Oxnard and the Oxnard Area of Influence. The most recent version of the VCTM uses a base year of 2016 and a horizon year of 2040. Should the City develop its own travel demand model to utilize instead of the VCTM, this City-specific model can also be used to determine VMT. The VMT methodology should include all trips within the VCTM model for each of the following variable formats, as described in this memorandum:
  - **Total VMT per Service Population (all vehicles and all trip purposes):** This metric should be used to evaluate land use plans.
  - **Home-based VMT per capita for residential development (automobile only):** This metric should be used to evaluate residential land development projects.
  - **Home-based work VMT per employee (automobile only):** This metric should be used to evaluate commercial and industrial land development projects.

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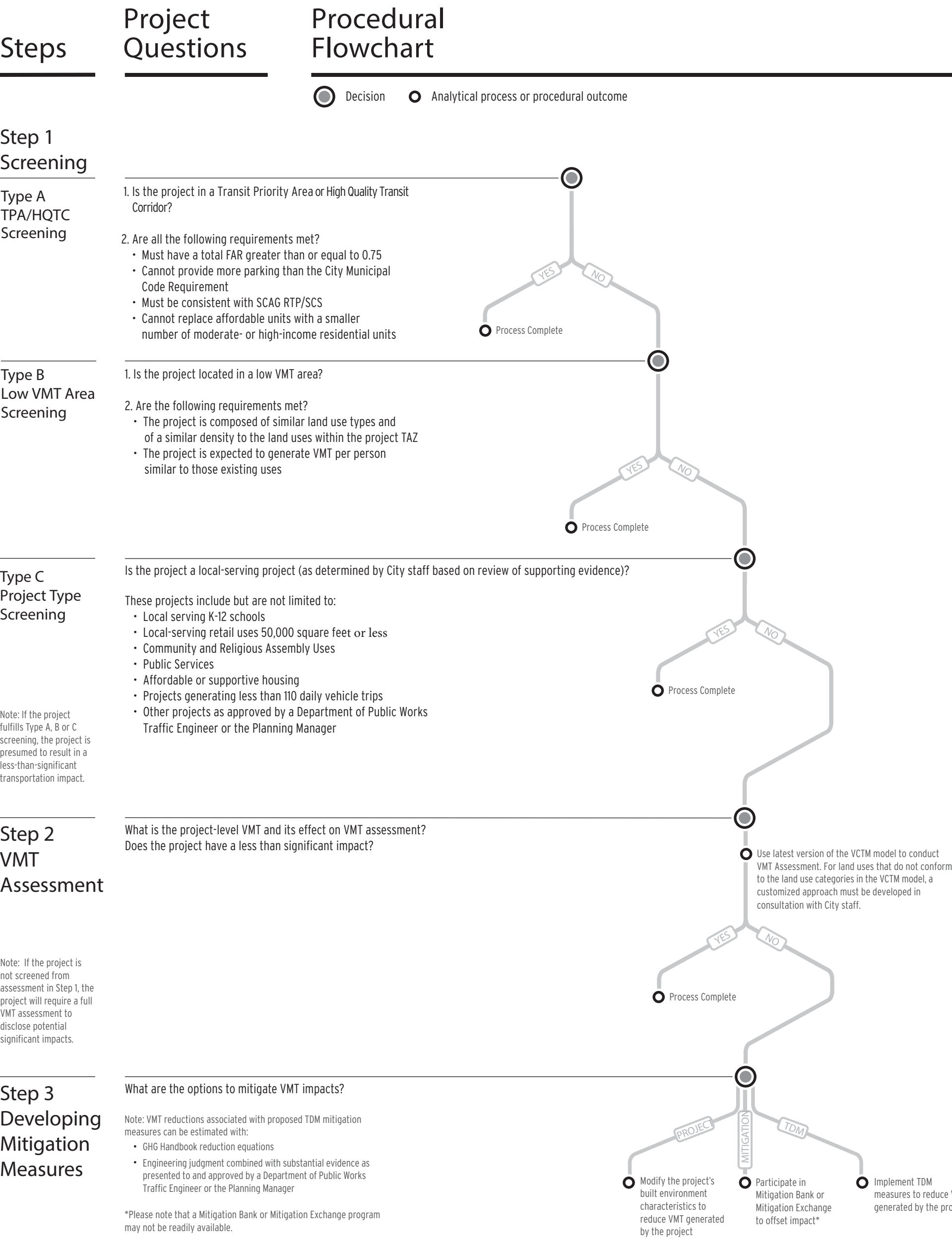
<sup>3</sup> *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Final Draft)*, California Air Pollution Control Officers Association, December 2021



- **Net Change in Total VMT:** This metric should be used to evaluate regional retail projects (larger than 50,000 square feet) and transportation projects.
- **Other:** For land uses that do not conform to the project types listed in **Table 6**, the City can determine the appropriate VMT metric depending on the project description. The project applicant should prepare a methodology for determining VMT impacts of a project, which should be discussed and confirmed with the appropriate City staff member before proceeding with any VMT analysis.
- **Existing VMT:** The average VMT for Ventura County should be set as the existing VMT for the purpose of identifying VMT impacts. The City of Oxnard should update the existing VMT metric on an annual basis.
- **Screening Criteria:** It is recommended that the City of Oxnard adopt all of the screening criteria recommended by OPR, including the project daily trip screening (projects generating 110 daily trips or less), the local-serving retail screening (retail projects that are 50,000 square feet or less), the low VMT area screening (projects located in existing VMT efficient areas), and the transit screening (projects located within Transit Priority Areas or High Quality Transit Corridors). Additionally, it is recommended that the City of Oxnard update the low VMT area screening maps on an annual basis.
- **Significance Thresholds:** It is recommended that the significance thresholds be set at 15% below the applicable Existing VMT metric for Ventura County. For regional retail projects, it is recommended that the significance thresholds be set as a net increase in Total VMT (i.e., any net increase in Total VMT would constitute a significant impact).
- **LOS Analysis:** While LOS is no longer a valid metric under CEQA, the City of Oxnard desires to continue to use this metric to evaluate land development projects outside of CEQA and as required by the City's 2030 General Plan. This should be specified in the City's Traffic Impact Analysis (TIA) guidelines.

## Appendix A:

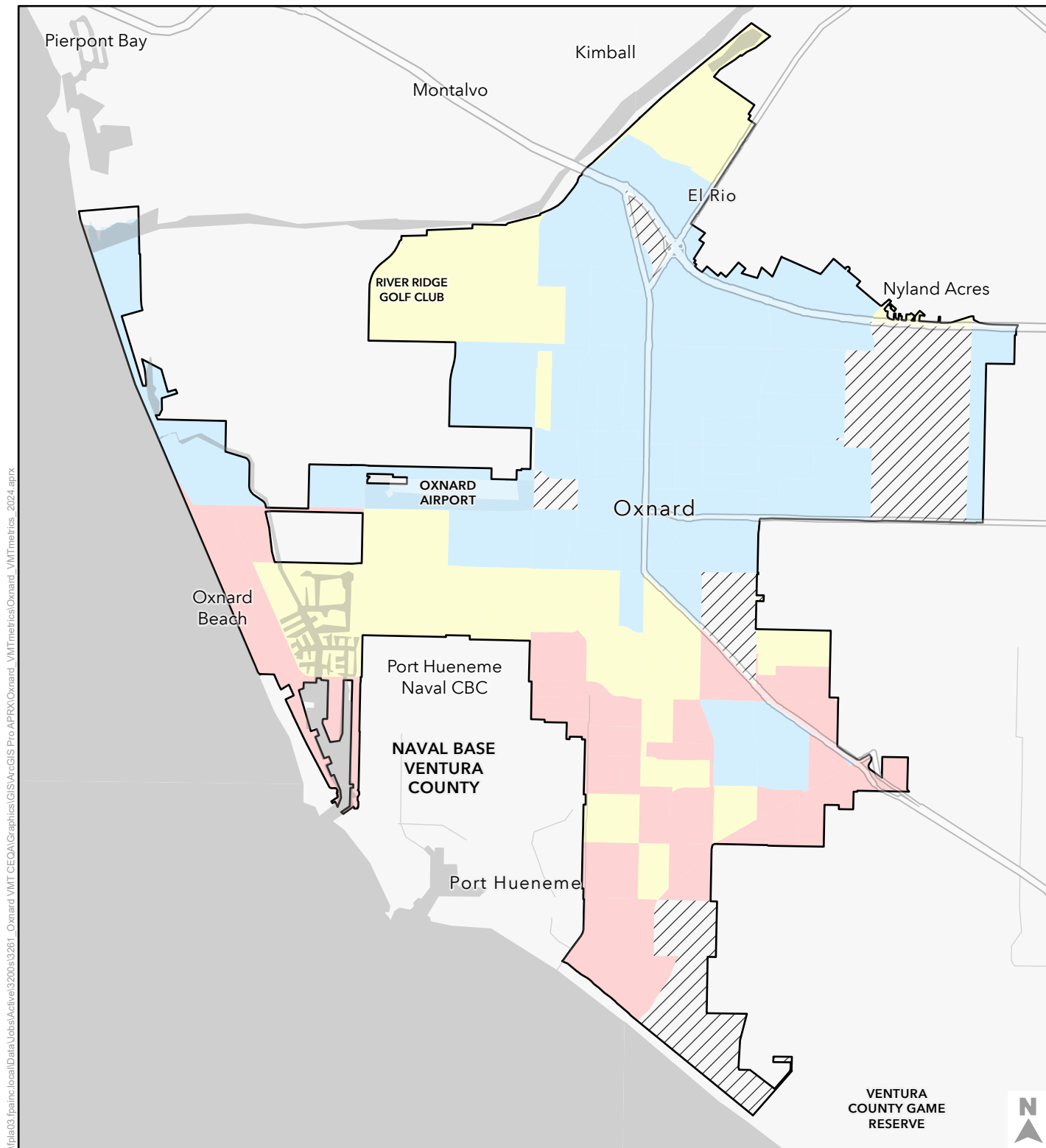
# VMT Assessment Flowchart



## Appendix B:

# Low VMT Screening Maps



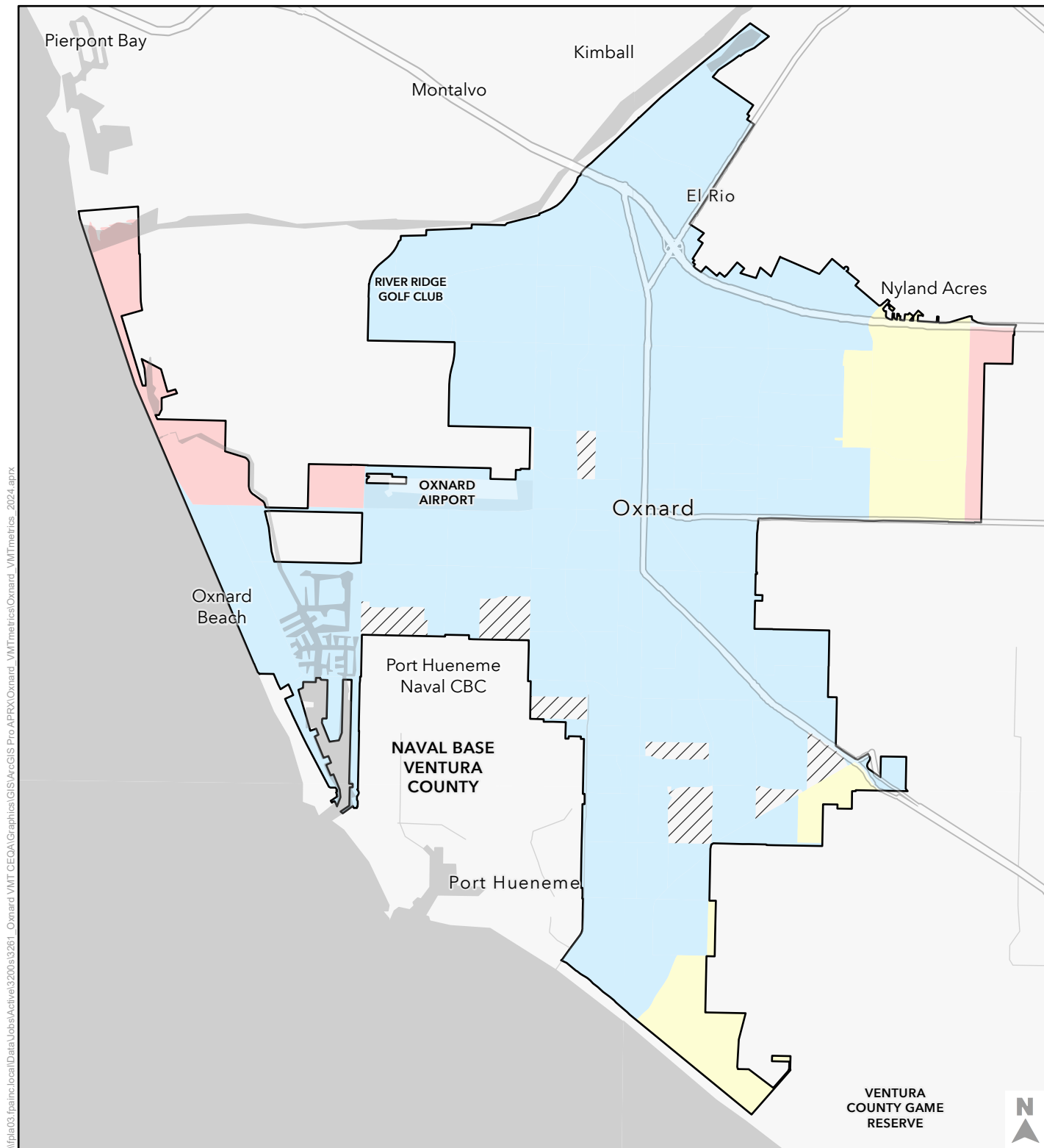


City of Oxnard, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

- 15% or more below County average
- 0 to 15% below County average
- Above County average
- No Population
- City Boundary



Appendix B, Figure 1  
**City of Oxnard**  
 Residential Low VMT Screening  
 Comparison to County Average - 2024



15% or more below County average

City Boundary

0 to 15% below County average

Above County average

No Employee

Appendix B, Figure 2

City of Oxnard

Employment Low VMT Screening  
Comparison to County Average - 2024



# California Environmental Quality Act Guidelines Update

Study Session

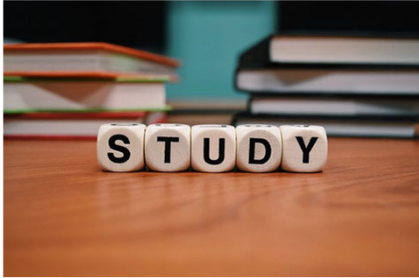
Planning Commission  
October 17, 2024



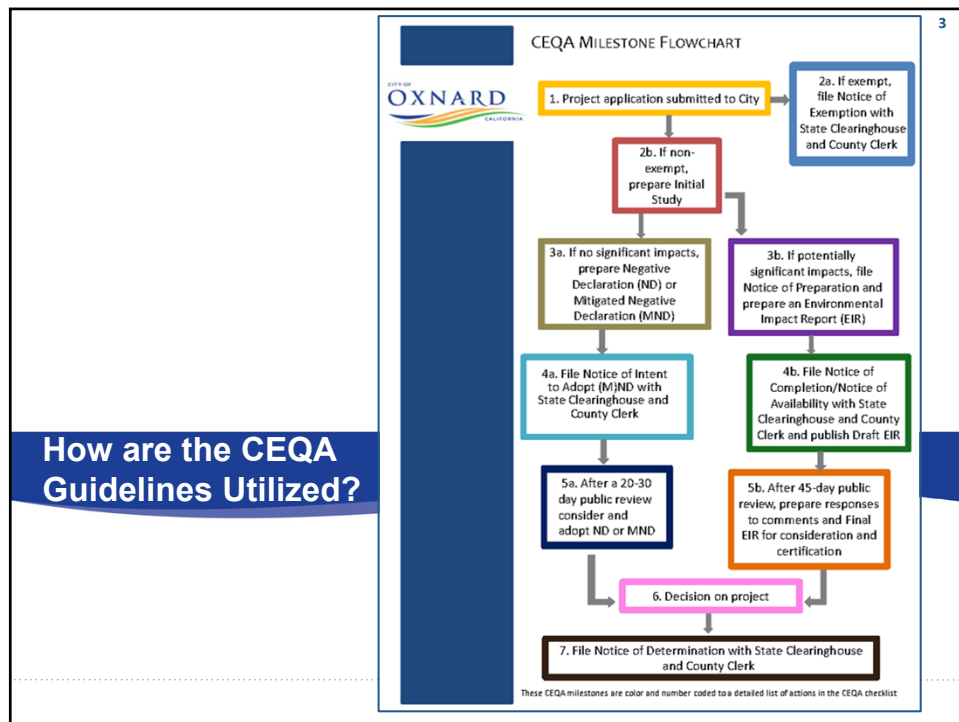
1

## Purpose of Study Session 2

- Purpose of this Study Session:
  - What are CEQA Threshold Guidelines?
  - Key changes to City's CEQA Guidelines



2



3

| New Guidelines Contents                                                                                                                                                  |                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <ul style="list-style-type: none"> <li>Guidelines last updated in 2017</li> <li>Background, Policies and Methodology</li> <li>Initial Study Checklist Topics:</li> </ul> |                                       |
| 1. Aesthetics/Urban Design                                                                                                                                               | 11. Land Use/Planning                 |
| 2. Agricultural Resources                                                                                                                                                | 12. Mineral Resources                 |
| 3. Air Quality                                                                                                                                                           | 13. Noise                             |
| 4. Biological Resources                                                                                                                                                  | 14. Population/Housing                |
| 5. Cultural Resources                                                                                                                                                    | 15. Public Services/Recreation        |
| <b>6. Energy</b>                                                                                                                                                         | <b>16. Transportation/Circulation</b> |
| 7. Geology/Soils                                                                                                                                                         | 17. Tribal Cultural Resources         |
| <b>8. Greenhouse Gas Emissions</b>                                                                                                                                       | 18. Utilities                         |
| 9. Hazards/Hazardous Materials                                                                                                                                           | <b>19. Wildfire</b>                   |
| 10. Hydrology/Water Quality                                                                                                                                              |                                       |

4

## Key Changes

5

- Consideration of current State CEQA Guidelines topics:
  - Energy
  - Greenhouse Gases
  - Wildfire
  - Transportation (Vehicle Miles Traveled - VMT)
- Incorporation of update CEQA thresholds of significance
- New and specific methodologies to use for analysis

5

## Energy

6

- Energy moved from “Utilities Section” into its own section
- Provides methodology in assessing impacts, such as evaluating if the project reduces vehicle dependency or includes renewable energy components
- Approach complies with City Council adopted Climate Action and Adaptation Plan (CAAP)



6

## Greenhouse Gas Emissions

7

- Section title changed from “Climate Change and Greenhouse Gas Emissions”
- Minor changes to checklist questions for consistency with the State CEQA Guidelines
- Methods rewritten to address consistency with the City’s CAAP
- A table of “Key Project Attributes that Reduce GHG” from the California Air Resource Board (CARB) Scoping Plan added to the methodology



7

## Wildfire

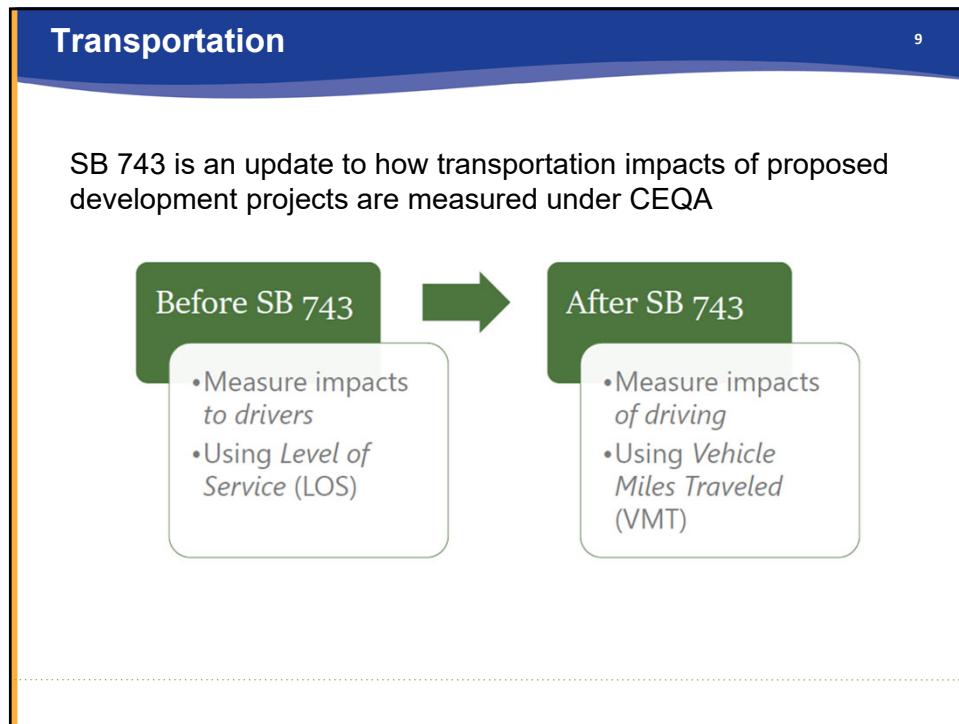
8

- New section, consistent with the State CEQA Guidelines
- Applicable to projects in or near high or very high fire hazard severity zones
- Checklist questions focus on:
  - Conflicts with emergency response plans
  - Exposure to wildfire or wildfire pollutants
  - Potential to exacerbate wildfire
  - Exposure to risks of landslides, flooding, and other post-fire hazards

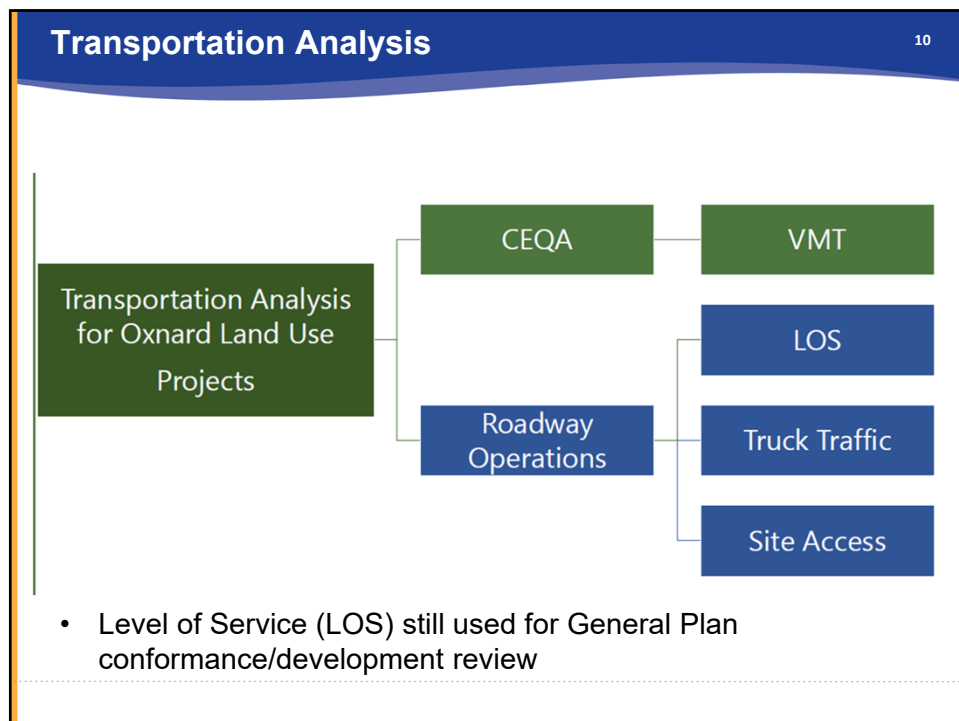


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## Transportation

11

### When is a VMT analysis required?

Per State guidelines, projects can be exempt from a VMT analysis if they have one of the following characteristics:

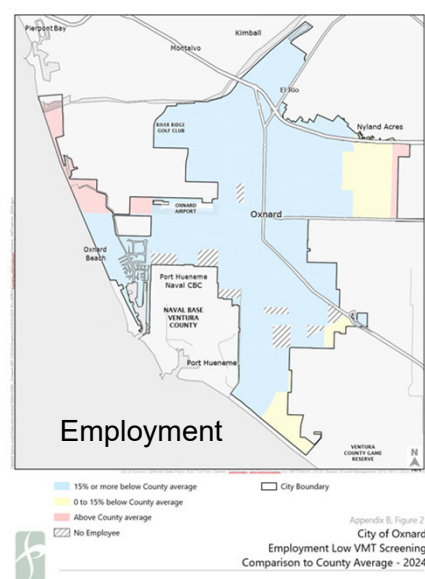
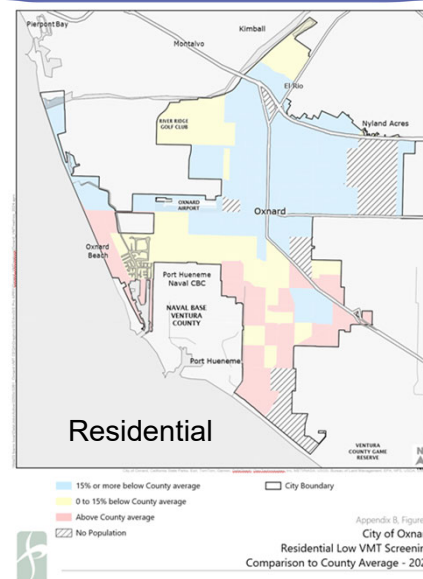
- Small projects (< 110 daily vehicle-trips)
- Local-serving retail (< 50,000 square feet)
- In Transit Priority/High Quality Transit Corridor Areas (TPA/HQTC)
- In a VMT-efficient (low VMT) area

Otherwise, a project proceeding through CEQA must have a VMT analysis.

11

## VMT Mapping

12



12

## Next Steps

13

- October 17th - Study Session
- November 3rd - Adopt a resolution recommending City Council approval of the updated CEQA Guidelines
- December 3rd - City Council approval of updated CEQA Guidelines

13



**End of Presentation and Questions**

14

## NOTICE OF EXEMPTION (NOE)

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

From: City of Oxnard  
Community Development Department  
214 South C Street  
Oxnard, CA 93030

To: Ventura County Clerk-Recorder & Register of Voters  
Hall of Administration, Main Plaza  
800 South Victoria Avenue,  
Ventura, CA 93009-1260

**Project Description:** Update to the City of Oxnard California Environmental Quality Act (CEQA) Threshold Guidelines. The CEQA Threshold Guidelines align with criteria and procedures consistent with current (2024) State CEQA Statute & Guidelines for the orderly evaluation of the environmental impacts associated with projects and the preparation of environmental documents. The update to the CEQA Guidelines also intends to help clarify and standardize decision-making in the environmental review process within the City of Oxnard, by having the City establish its own CEQA Guidelines. The CEQA Guidelines are offered as guidance to staff, consultants, and the development community in preparing all environmental review documents (including [mitigated] negative declarations and Environmental Impact Reports). Additionally, the CEQA Guidelines are intended to implement and supplement provisions in the CEQA Guidelines for determining the significance of environmental effects and they form the basis of the City's Initial Study and Environmental Review Checklist.

**Finding:** The Planning Division of the Development Services Department 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 (Sec. 21080(b)(1): 15268);
- ☐ Categorical Exemption
- ☐ Statutory Exemption
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- ☒ General Rule Exemption: No Possibility of Significant Effect [CEQA 15061(b)(3)]

**Supporting Reasons:** Based on California Environmental Quality Act (CEQA) this project is Exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines. Since the CEQA Guidelines are administrative in nature, in that they involve only gathering and disseminating information, it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. In addition, the adoption of the CEQA Threshold Guidelines will not result in any new significant environmental impacts and will not increase the severity of any previously identified impacts that were not addressed in the 2030 General Plan PEIR, and thus the project is exempt from the requirements of CEQA pursuant to state CEQA Guidelines §15061(b)(3).

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Joe Pearson II, AICP  
Planning and Environmental Services  
Manager City of Oxnard

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Date

# Update to the City of Oxnard California Environmental Quality Act Threshold Guidelines

Kathleen Mallory, AICP, Planning & Sustainability Manager  
Heather Davis, Project Planner

Planning Commission  
November 7, 2024

- Oct. 17, 2024 City Consultant lead presentation to review key changes to the CEQA Guidelines
- Staff and the Planning Commission had an interactive discussion
- Comments from Commissioners, including one Commissioner comment letter discussed at the meeting
- No members of public provided comments
- No additional written comments or questions received since October 17<sup>th</sup> meeting



- Purpose of CEQA Guideline Update
- Key Changes:
  - Consideration of current State CEQA Guidelines topics:
    - Energy
    - Greenhouse Gases
    - Wildfire
    - Transportation (Vehicle Miles Traveled - VMT)
  - Incorporation of update CEQA thresholds of significance
  - New and specific methodologies to use for analysis



- Project exempt from environmental review under California Environmental Quality Act (CEQA), Section 15061(b)(3).
- Notice of Exemption



## The Planning Commission:

- Adopt Resolution recommending that the City Council repeal Resolution No. 15,040 and approval of updated CEQA Threshold Guidelines



**End of Presentation and Questions**