Final

LOCKWOOD III APARTMENTS

Initial Study/Mitigated Negative Declaration
State Clearinghouse Number 2024030528

Prepared for
City of Oxnard
Community Development Department

July 2024 ~~March 2024~~

ESA

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214 South C Street
Oxnard, California 93030
805.385.8272

July 2024 ~~March 2024~~

420 Exchange
Suite 260
Irvine, CA 92602
949.753.7001
esassoc.com

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Initial Study/Mitigated Negative Declaration

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INTRODUCTION

Project Overview

SVM Development LLC, Inc proposes to construct a five-story, 373,069-square-foot (SF) mixed-income, multi-family residential development located within one building and would contain a total of 234 residential units, including 30 low-income level units and 8 very low-income level units, representing 12.9 percent and 3.4 percent of the total units, respectively. The residential unit types consist of Studio (16 units), 1-bedroom, 1-bath (86 units); 2-bedroom, 2-bath (108 units); and 3-bedroom, 2-bath (24 units) residential spaces. The Project proposes parking on the first floor (351 spaces), and residential units would be split between the upper four stories. The Project would provide various amenities, including a courtyard, park areas, decks, bicycle storage, extra storage, a setback open area (which would include two bocce ball courts, a pet park, and a putting green), a fitness area, a multi-purpose room, a community room, pet care, and a fifth-floor deck and lounge. The total interior yard and amenity space proposed on-site is 67,267 SF, with the total interior yard space totaling 34,304 SF and the additional amenity space encompassing 32,963 SF. The proposed residential building would be 67'-6" at its highest point and would have a Floor Area Ratio (F.A.R) of 1:1.65.

California Environmental Quality Act Compliance

In accordance with Section 15073 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study/Mitigated Negative Declaration (IS/MND) was circulated to relevant local, state, and federal agencies and to interested organizations and individuals who may have wished to review and comment on the IS/MND. The City of Oxnard (City) circulated the IS/MND to the State Clearinghouse for distribution and a 30-day public review between March 18, 2024, and April 17, 2024. As part of the document finalization, the City has evaluated comments received on the Public Review Draft IS/MND and has prepared responses to address any substantive comments on the environmental evaluation of the Project. If there is no substantial evidence requiring substantial revisions to the Public Review Draft IS/MND, the City as lead agency will adopt the Final IS/MND in compliance with CEQA.

Written comments were required to be submitted to the City of Oxnard by 5:00 p.m. on April 17, 2024. Commenters were requested to include "Lockwood III Apartments" in the subject line. Commenters were requested to submit written comments to the following:

Joe Pearson II, Planning and Environmental Services Manager,
City of Oxnard Community Development Department, Planning Division
214 South C Street
Oxnard, California 93030
Email: Joe.Pearson@oxnard.org

Public Review Process

A 30-day public review period for the IS/MND was established and noticed, in accordance with the requirements of Section 15073 of the CEQA Guidelines.

In accordance with Section 15074 of the CEQA Guidelines, prior to approving the proposed project, the City of Oxnard Community Development Director will consider the proposed IS/MND together with any comments received during the public review process. As described in **Appendix L**, Response to Comments and Mitigation Monitoring and Reporting Program, agency comments received during the public review period have been assembled, responses have been prepared, and revisions to the IS/MND have been completed, where appropriate. Where text changes in the Draft IS/MND are warranted based on comments received, those changes are noted in the response to comment and identified in the Final IS/MND in ~~strikeout~~ and underline. The Community Development Director will adopt the proposed IS/MND only if it finds that that there is no substantial evidence that the project would have a significant effect on the environment.

Based on the comments received during the review of the Public Review Draft IS/MND, there were modifications to evaluations for Air Quality, Noise and Utilities and Energy, Appendix B, Air Quality, and Appendix J, Traffic and Circulation Study. The modifications include added text that is noted with an underline and deleted text that is noted with strikeout. These changes are minor and do not alter the conclusions of the Public Review Draft IS/MND.

Mitigation Monitoring and Reporting Program

Section 15097 of the CEQA Guidelines requires that, whenever a public agency approves a project based on a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR), the public agency shall establish a Mitigation Monitoring and Reporting Program (MMRP) to ensure that all adopted mitigation measures are implemented.

The MMRP is included within Chapter 5 of the Response to Comments and Mitigation Monitoring Program document (Appendix L) and intended to be used by City staff to ensure compliance with mitigation measures during project implementation. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements. Mitigation measures identified in this MMRP were developed in the Draft IS/MND prepared for the proposed project.

The MMRP identifies a list of the mitigation measures, the timing for implementation, identification of individuals responsible for implementation, the agency responsible for enforcement, and date of compliance for each mitigation measure. The numbering of mitigation measures follows the numbering sequence found in the IS/MND.

As specified in the MMRP, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. The City would be responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure.

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ENVIRONMENTAL CHECKLIST

Initial Study

1. Project Information

1. Project Title: Lockwood III Apartments

2. Lead Agency Name and Address: City of Oxnard
Community Development Department
Planning Division
214 South C Street
Oxnard, California 93030

3. Contact Person and Phone Number: Joe Pearson II, Community Development Department, 805.385.8272, Joe.Pearson@Oxnard.org

4. Project Location: The Project site is located at 2151 Lockwood Street on a 225,348-square-foot (5.17-acre) undeveloped, vacant parcel within the City of Oxnard (City) (**Figure 1**). Specifically, the Project site is located at the northwest corner of Outlet Center Drive and Lockwood Street in the City of Oxnard within Ventura County (**Figure 2**). The Project site parcel (APN 213-0-090-275) is south of and immediately adjacent to the U.S. 101 Freeway. The site is within the proximate service of major retail, business, medical, and other services.

5. Project Sponsor's Name and Address: SVM Development, LLC
1534 Moorpark Road, #337
Thousand Oaks, California 91360

6. General Plan Designation(s): The Project site is designated under the City of Oxnard 2030 General Plan as Business Research Park (BRP), according to the General Plan Land Use Map.

7. Zoning: The zoning designation for the Project site is Business Research Park (BRP). The zoning for the Project is BRP with an additive zone designation of Affordable Housing Discretionary (-AHD) which would permit 30 units/acre.

8. Description of Project:

The Project consists of the construction of a five-story, 373,069-square-foot (SF) mixed-income, multi-family residential development located within one building (**Figure 3**). The total residential space would be 201,115 SF; covered balconies, patios, parking and walkways would comprise 75,250 SF; corridors would comprise 40,497 SF; balconies 22,610 SF; utility space 16,710 SF; and community space 13,609 SF. The remaining SF would be comprised of corridor and vertical circulation (2,668 SF) and non-conditioned building (592 SF). The Project would contain a total of 234 residential units, including 30 low-income level units and 8 very low-income level units, representing 12.9 percent and 3.4 percent of the total units, respectively. The residential unit types consist of Studio (16 units), 1-bedroom, 1-bath (86 units); 2-bedroom, 2-bath (108 units); and 3-bedroom, 2-bath (24 units) residential spaces. The Project proposes parking on the first floor, and residential units would be split between the upper four stories, with 59 units on Level 2, 59 units on Level 3, 60 units on Level 4 and 56 units on Level 5 (**Figures 4–8**). The 5th Floor will include an approximate 100 feet by 30 feet terrace/deck (2,988 SF) on the southern end of the building (**Figure 8**). The roof will have solar panels installed (**Figure 9**).

The proposed residential building would be 67'-6" at its highest point (at the top of the stairs and elevator tower), 63'-2" at the top of the parapet, and 61'-2" at the lowest of the parapet with an average height of approximately 57'-8" for all building elements (**Figure 10**).

The total building area proposed would be 373,069 SF, which when divided by the total site area (225,348 SF) results in a Floor Area Ratio (F.A.R) of 1:1.65. The maximum building coverage of the net Project site area would be 42 percent.

Additionally, the Project would provide various amenities, including a courtyard, park areas, decks, bicycle storage, extra storage, a setback open area (which would include two bocce ball courts, a pet park, and a putting green), a fitness area, a multi-purpose room, a community room, pet care, and a fifth-floor deck and lounge. The total interior yard and amenity space proposed onsite is 67,267 SF, with the total interior yard space totaling 34,304 SF and the additional amenity space encompassing 32,963 SF. Key amenities, split between interior yard space and building amenity space, are specified in **Table 1**.

TABLE 1
LOCKWOOD 3 AMENITIES

Amenity	Size (SF)
Interior Yard Space	
2 x Park Areas (by southeast driveway)	1,814
Interior Courtyard	14,248
Grass Area (northeast)	350
Dog Run	1,247
Grass Area (north)	864
Scenic Road Setback Open Area (inc. bocce ball courts, dog run and putting green)	15,781
Total Interior Amenity Space	***34,304***

Amenity	Size (SF)
Additional Amenity Space	
Multi-Purpose Room	1,897
Main Floor Community Room	2,444
Fitness Area	2,980
Extra Storage	1,773
Bicycle Storage	374
Pet Care	209
Second Floor Interior Amenity Space	18,148
Second Floor Observation Deck	2,150
Fifth Floor Deck & Lounge	2,988
Total Additional Amenity Space	***32,963***
Total	***67,267***

SOURCE: Lauterbach & Associates, 2023.

Parking and Circulation

The Project would provide 351 on-site parking spaces, dispersed throughout the site as surface, tuck-under, and podium parking (see **Table 2**). Based on the California Government Code Section 65915 requirements, 300 parking spaces are required for the Project. The Project requests City administrative relief to allow for up to 25 percent of the required full-size parking spaces to be replaced by compact parking spaces, with a minimum of 225 full-size spaces and 75 compact spaces. The Project meets the required number of spaces by including 250 full size spaces and 101 compact spaces, with a surplus of 51 extra spaces.

Additionally, per California Green Building Standards Code 2022, the Project is required to provide 36 EV-Capable (EV-F) stalls, 88 EV-Ready (EV-R) and 18 EV Charging Spaces (EVCS) as a minimum. The Project meets the electric vehicle space requirement by providing a total of 175 EV stalls, including 69 EV-F, 88 EV-R, and 18 EVCS spaces.

Access to the Project would be provided by two driveway connections to Lockwood Street, allowing full access to the Project site. The Project driveways would be designed and constructed to the standards provided by the City of Oxnard. In addition, necessary roadway improvements (curb, gutter, sidewalks, etc.) would be required along the frontage adjacent to Lockwood Street, as well as pedestrian facilities to connect the Project to regional and neighborhood services (such as commercial and medical services).

TABLE 2
PROPOSED PROJECT PARKING

Parking Type Provided	Size	Number
Podium Parking		
Accessible	9'x19' MIN.	4
Compact	8'x19' MIN.	30
EV-F	9'x19' MIN.	46
EV-R	9'x19' MIN.	67
EV-R Ambulatory	10'x19' MIN.	3
EVCS	9'x19' MIN.	2
EVCS Accessible	9'x19' MIN.	3
EVCS Ambulatory	10'x19' MIN.	1
Standard	9'x19' MIN.	33
Tuck Under Parking		
Compact	8'x19' MIN.	6
EV-F	9'x19' MIN.	5
EV-R	9'x19' MIN.	8
Uncovered Parking		
Accessible	9'x19' MIN.	2
Compact	8'x19' MIN.	65
EV-F	9'x19' MIN.	18
EV-R	9'x19' MIN.	10
EVCS	9'x19' MIN.	9
EVCS Accessible	9'x19' MIN.	3
Standard	9'x19' MIN.	36
TOTAL		***351***

SOURCE: Lauterbach & Associates, Lockwood III Apartments – Plan Set, 2023.

Exterior Design

The Project building would be primarily comprised of various forms of cement, both composite board and plaster, with different sections of the building being painted primarily Warm White, Hamilton Blue (a light grey/blue), California Sagebush (a sage green), Long Lake (a dark grey/blue), Black, and Khaki Brown for the fiber cement lap sidings. See **Figures 10–12** for elevations and renderings. The elevator tower would be faced with perforated aluminum panels. Potential heat and glare would be reduced by altering the hole size and spacing of the perforated panels. Railings and gates would be comprised of metal, and window panes would be tinted.

The other exterior elements of the Project allow for a community-oriented lifestyle. In addition to common areas, such as a pool, a lawn of artificial turf, and outdoor fireplaces with seating, the Project site would include a dog park, putting green, and bocce ball courts. Planted vegetation would be incorporated via floor-mounted and hanging planters. The Project also includes a new 8-

foot-high concrete masonry unit (CMU) wall located at the north property line, adjacent to the U.S. 101 Freeway, to reduce roadway noise associated with the Freeway.

On-site solar photovoltaic panels would be installed on the roof, with a back-up battery storage system to reduce dependence on fossil fuels. Additionally, the roof surface would include reflective white material, which would reduce the albedo effect/urban heat while not creating glare.

Landscaping

The Project would feature various plantings throughout the boundaries of the Project, primarily at the ground level, in the 2nd story courtyards, and on the 5th floor deck. The Project proposes 26 different tree species and 31 different species of shrubs and grasses to be incorporated throughout the site, including citrus, queen palm, sycamore, deer grass, fortnight lily, and sweet pea shrub. Non-inground plants, especially those in the courtyards and deck, would be planted in five different types of self-watering planters. See **Figures 13–15** for landscape plans.

Landscaping would be native and/or drought tolerant (xeriscape landscaping) and would feature high-efficiency drip irrigation systems.

Utilities and Off-Site Improvements

Water service for the Project site would be provided by connecting the proposed 2-inch water lines to existing water lines along Lockwood Street. The Project would discharge to the City-maintained sewer by connecting the proposed 8-inch sewer lines to existing private sewer lines along Lockwood Street. Additionally, a sewer flow study was undertaken to determine if any additional sewer upgrades/replacements were necessary (see Appendix K). The study identified a 900-linear feet segment of 18-inch vitrified clay pipe (VCP), adjacent to Rose Avenue Elementary School, which would need to be upgraded to a 21-inch PVC sewer. Due to the additional sewer discharge that will be generated by the proposed development, the project shall also upgrade 2,250-linear feet of the existing 8-inch sewer main immediately downstream of the project from manhole MH-1 to manhole MH-118. The additional sewer discharge is the result of the proposed development, and the project would be required to carry out the sewer upgrades necessary to support the project. The project shall collaborate with Lockwood 1 and 2 to upgrade the 18-inch VCP and solely be responsible for upgrading the 8-inch VCP. This will be included as a Condition of Approval.

Runoff that occurs on-site would be collected and treated in conformance with MS4 permit requirements set by Ventura County. Peak runoff that occurs due to storm events would be detained on-site, with reduced flows conveyed to public storm drains in Lockwood Street and Outlet Center Drive.

There would be three separate refuse staging areas for trash, recycling, and organics pickup around the proposed building.

Construction Schedule

Project construction would proceed upon approval and issuance of building and grading permits from the City of Oxnard and is estimated to take approximately 27 months to complete, beginning

in spring 2025 and continuing until the end of summer 2027. The Project would be constructed in five main phases: site preparation, grading, building construction, paving, and architectural coating.

Site preparation would involve the placement of construction equipment, initial grading, removal of debris and vegetation, importing of fill dirt, and re-grading to establish the building pad for the building and the interior driveway. An estimated 6,366 cubic yards of cut and 7,762 cubic yards of fill would be needed, resulting in a net import of 1,396 cubic yards of soil. Following site grading, all site utility conduits, vaults, and piping would be installed. Once utilities are in place, curbs, gutters, and the first lift of asphalt would be installed. The site preparation and grading phase is estimated to take approximately 2 to 3 months.

Building construction is estimated to occur between June 2025 and August 2027, with paving and architectural coating overlapping between April and August 2027.

9. Surrounding Land Uses and Setting:

The Project site is located to the north of Gonzales Road and to the west of Rice Avenue, and the U.S. 101 Freeway is directly adjacent to the north. The area surrounding the Project site includes commercial centers, an outlet center, and the Cal Lutheran University extension to the east; medical and general office buildings to the south; and an auto dealership to the west. An easement with an approximately 10-foot-wide concrete drainage culvert is located immediately west of the Project site. Storm water from the adjacent property drains to the culvert while storm water from the Project site does not currently drain to the existing culvert. To the south on the other side of Lockwood Street is the site of the proposed Lockwood 1 and 2 developments, which would be senior apartments.

Regional access to the Project site is provided by Ventura Freeway (U.S. 101 Freeway) and Rice Avenue from the northeast. Local access to the Project site is provided from Gonzales Road and Outlet Center Drive.

The Project site (within 0.5 miles) is served by Gold Coast Transit with several bus routes, including on both sides of Gonzales Road and Rice Avenue. The #4A and #4B routes (both to North Oxnard) operate daily and provide fixed bus route service on Gonzales Road. The #15 route (Esplanade – El Rio – St. Johns Medical Center) provides daily service on Gonzales Road, as does the #17 Route (Esplanade – St. Johns Medical Center – Oxnard College), and #19 route (OTC – 5th – Gonzales Road).

There are existing pedestrian facilities including sidewalks and crosswalks adjacent to the Project site along Lockwood Street and Outlet Center Drive. The pedestrian facilities connect the Project site to the commercial and medical facilities to the east, west, and south. The nearest pedestrian crosswalks across Gonzales Road are provided at the Outlet Center Drive signalized intersection. The nearest pedestrian crosswalks across Rose Avenue are provided at the Lockwood Street signalized intersection. Striped pedestrian crosswalks, sidewalk curb ramps, and pedestrian call buttons are provided at the Gonzales Road/Outlet Center Drive and Rose Avenue/Lockwood Street intersections.

The Project site is served by the City of Oxnard Bikeway System. The existing bicycle facilities located near the Project site consist of Class II bike lanes along Gonzales Road, Rose Avenue, Solar

Avenue, and a portion of Lockwood Street east of Outlet Center Drive. These Class II bike lanes would connect the Project to commercial and employment areas east and west of the Project site. The portion of Lockwood Street adjacent to the Project site is identified as a future Class II bike lane facility in the City of Oxnard Bicycle and Pedestrian Facilities Master Plan.

10. Other public agencies whose approval is required:

No other discretionary permits, financing approval, or participation agreements are anticipated to be required from public agencies other than the City of Oxnard. The City of Oxnard actions that are required to implement this Project include:

- Zone Map Amendment: An approval of a Zone Map Amendment will be necessary to add the -AHD zone overlay to the property to allow residential use.
- Special Use Permit: A Special Use Permit for new building construction is required before building permits may be issued.
- Density Bonus Permit: Per Senate Bill 2345, which permits a density bonus corresponding to specified percentages of units set aside for very low income, low-income, or moderate-income households, the Project is required to obtain a Density Bonus Permit to allow for the proposed 50 percent density bonus.
- Adoption of an Initial Study/Mitigated Negative Declaration (IS/MND) in accordance with the California Environmental Quality Act (CEQA). The City is required to consider the IS/MND and adopt it prior to approving the Project.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On behalf of the City of Oxnard, Rincon Consultants, Inc. (Rincon) contacted the Native American Heritage Commission (NAHC) on September 30, 2019, to request a search of the Sacred Lands File and receive a contact list of Native American tribes culturally affiliated with the Project area. Pending results from the NAHC, Rincon sent anticipatory letters on September 30, 2019, to six Native American contacts in the area to request information on potential cultural resources in the Project vicinity that may be impacted by the Project development. On October 3, 2019, Patrick Tumamait of the Barbareño/Ventureño Band of Mission Indians responded via phone. Mr. Tumamait inquired about the results of the field survey and the South Central Coastal Information Center (SCCIC) California Historical Resources Information System (CHRIS) search and stated that he had no concerns regarding the Project after Rincon responded that both efforts were negative for prehistoric cultural resources within the Project site and immediate vicinity. Additionally, formal notification letters were sent on August 21, 2023, to three contacts at the Barbareño/Ventureño Band of Mission Indians, none of whom requested formal consultation. Details of the tribal consultation letters are available in **Appendix A**.

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SOURCE: ESRI

Lockwood III Apartments

Figure 1
Project Vicinity

ESA

SOURCE: Mapbox, 2022 ESA, 2023

Lockwood III Apartments
Figure 2
Project Location

ESA

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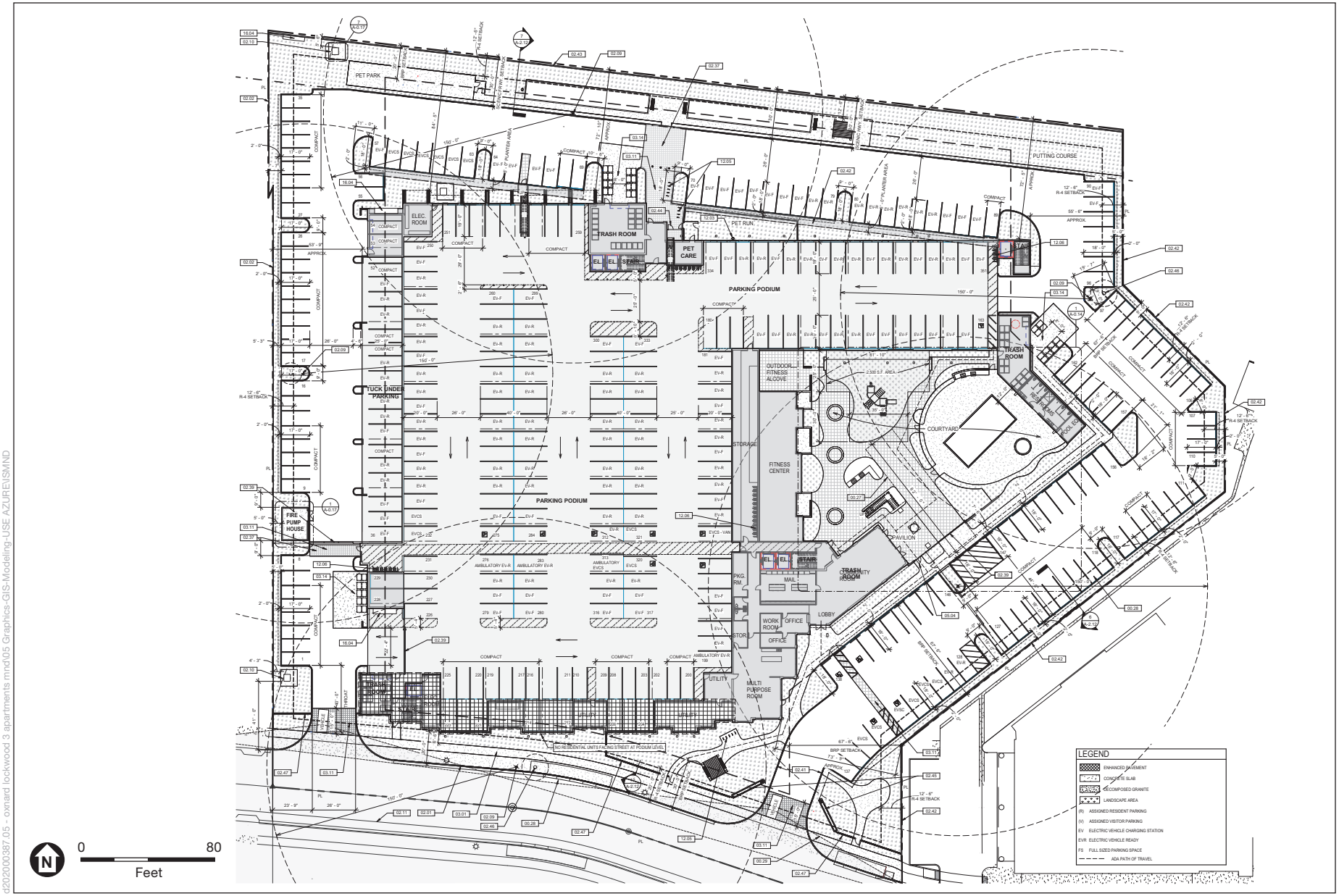

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SOURCE: Lauterbach & Associates Architects, Inc., 2024

Lockwood III Apartments

Figure 3
Site Plan

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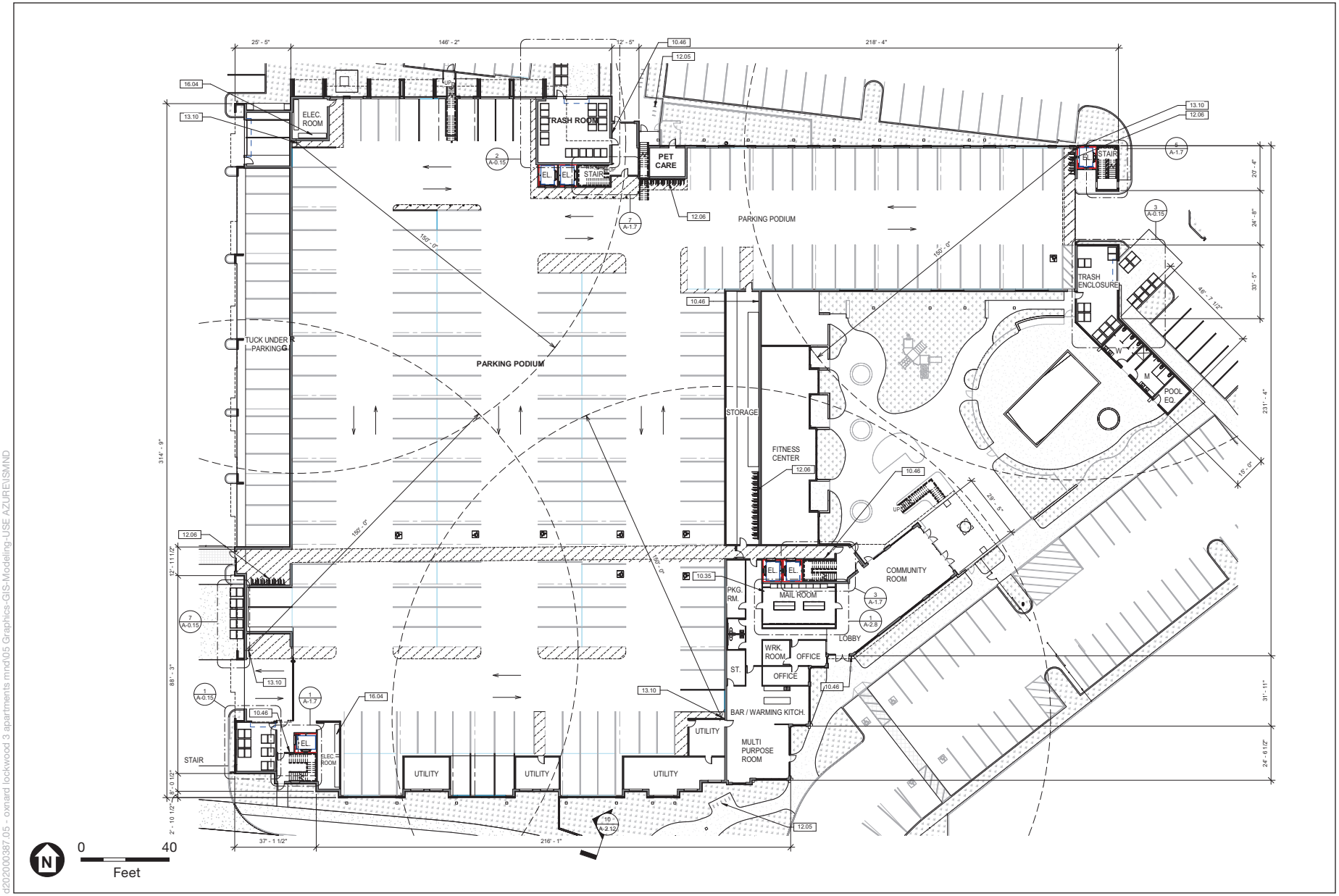

SOURCE: Lauterbach & Associates Architects, Inc., 2024

Lockwood III Apartments

Figure 4
1st Floor Plan

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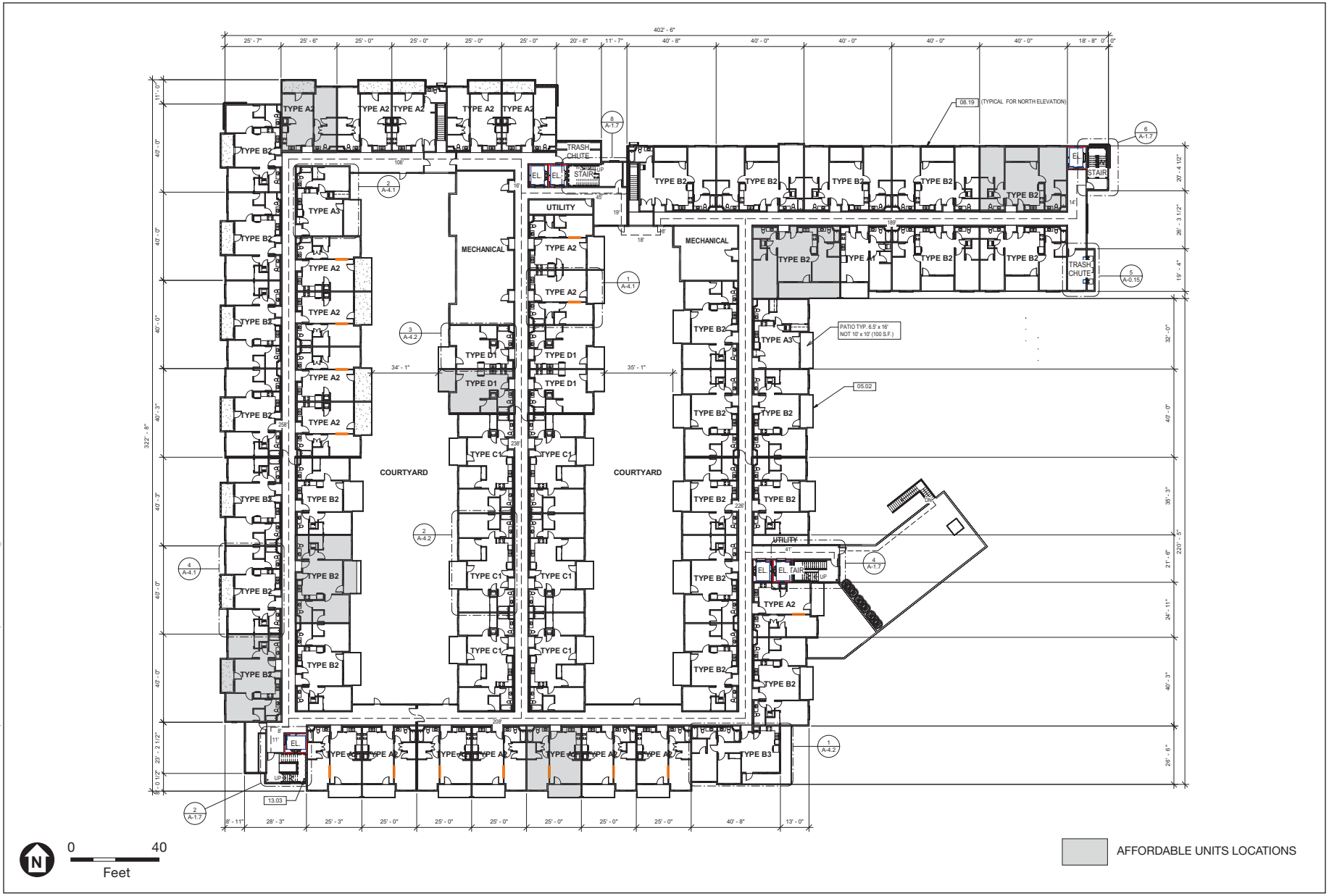

SOURCE: Lauterbach & Associates Architects, Inc., 2024

Lockwood III Apartments

Figure 5
2nd Floor Plan

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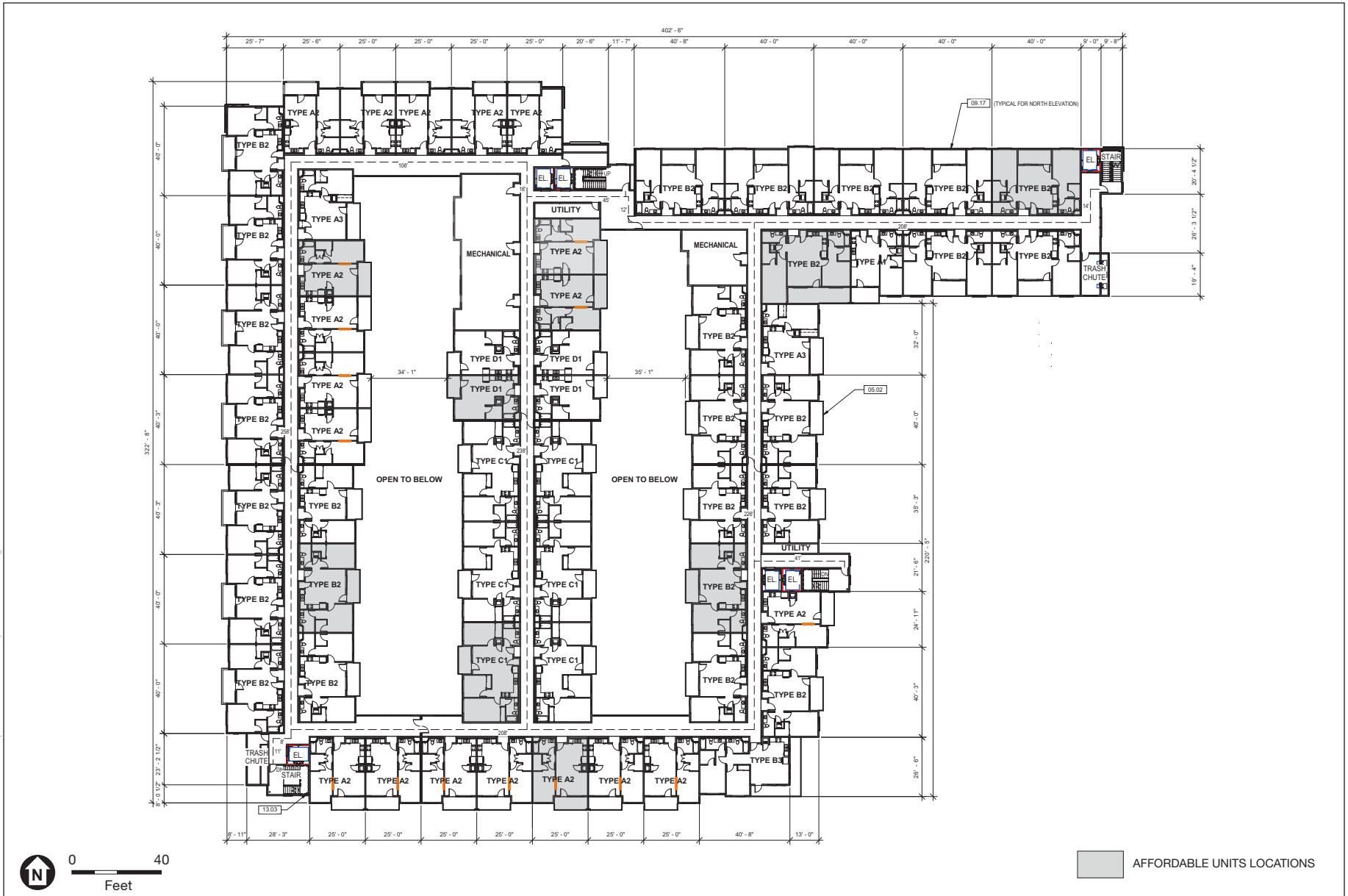

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SOURCE: Lauterbach & Associates Architects, Inc., 2024

Lockwood III Apartments

Figure 6
3rd Floor Plan

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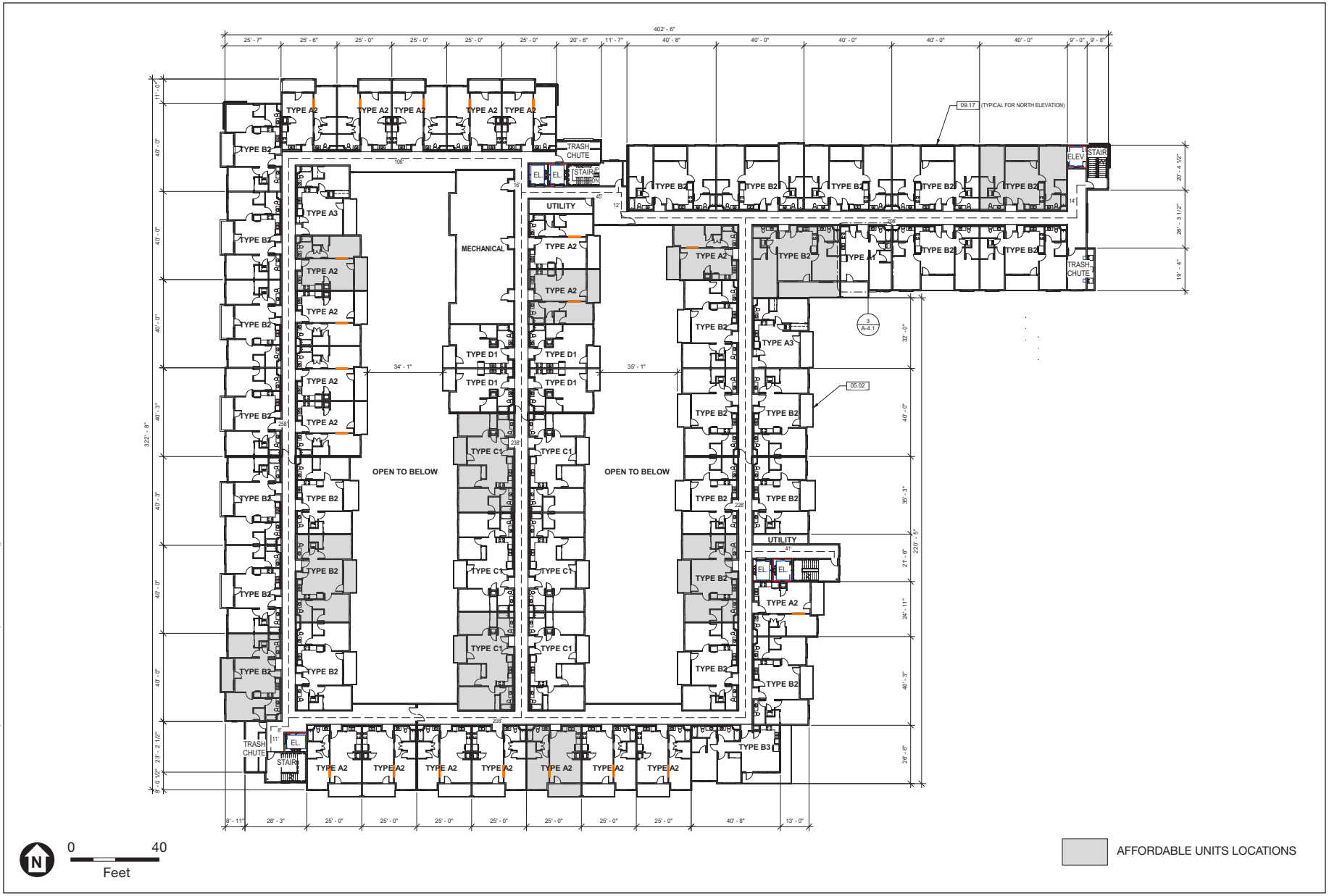

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SOURCE: Lauterbach & Associates Architects, Inc., 2024

Lockwood III Apartments

Figure 7
4th Floor Plan

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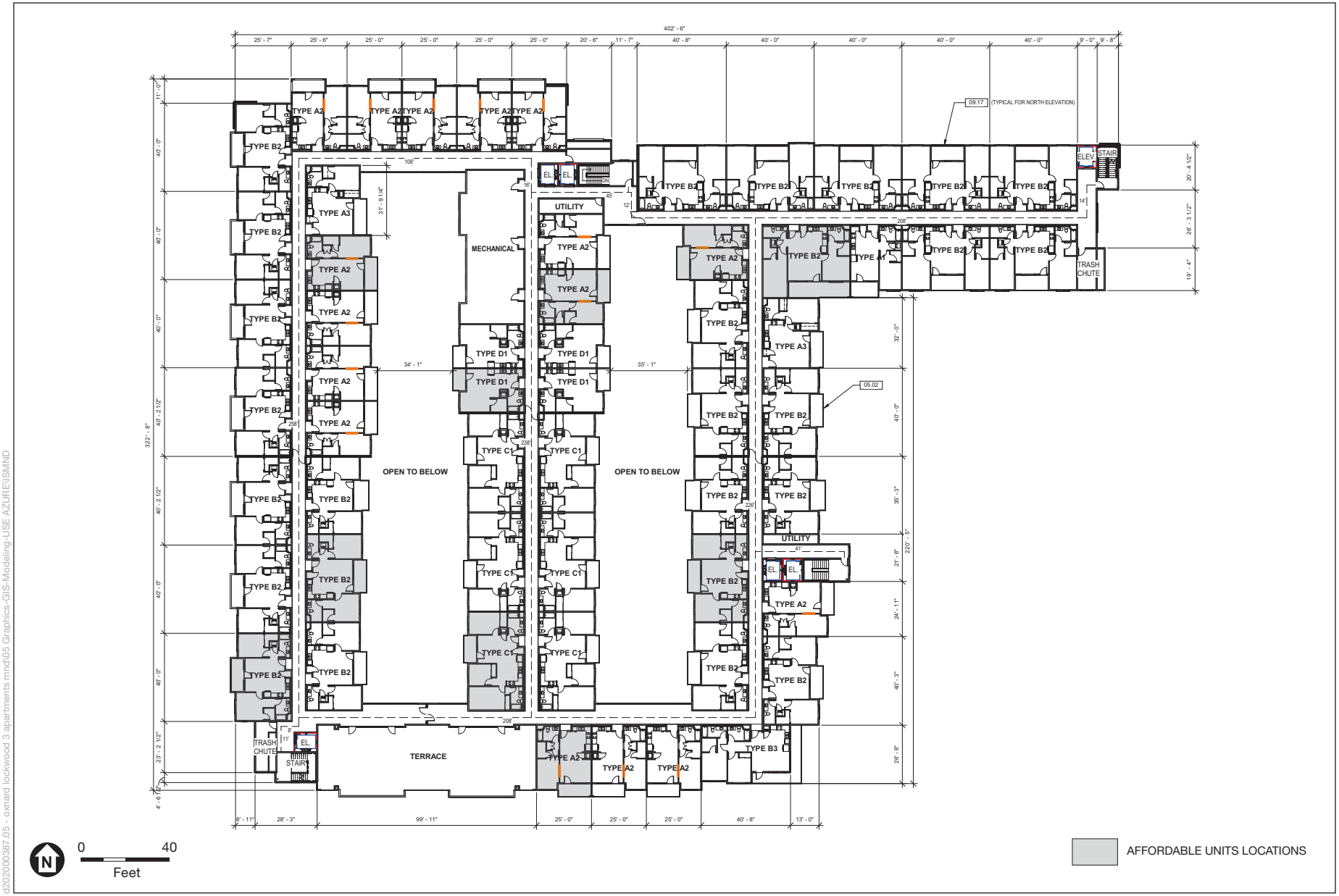

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SOURCE: Lauterbach & Associates Architects, Inc., 2024

Lockwood III Apartments

Figure 8
5th Floor Plan

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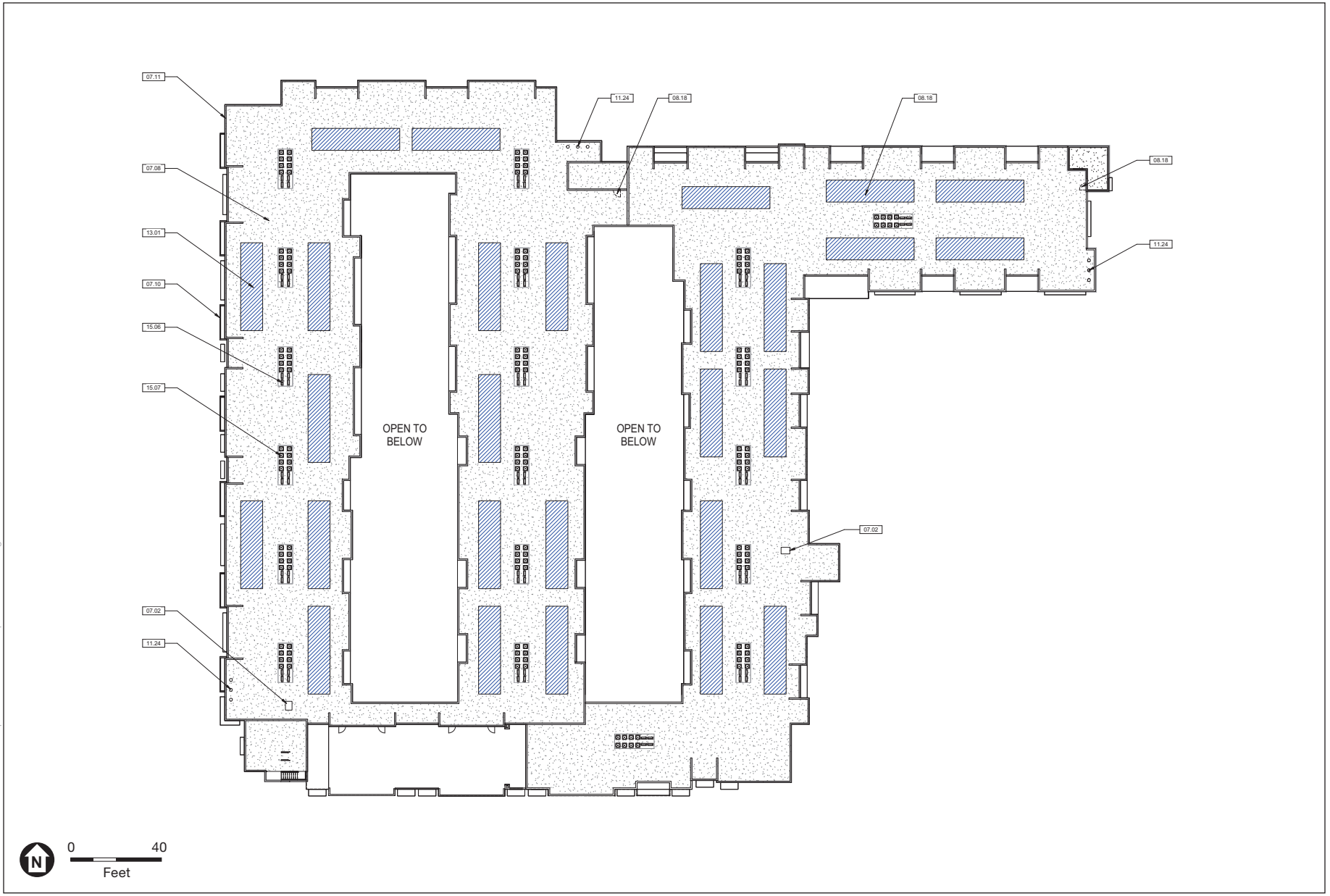

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SOURCE: Lauterbach & Associates Architects, Inc., 2023

Lockwood III Apartments

Figure 9
Roof Plan

ESA

SOURCE: Lauterbach & Associates Architects, Inc., 2023

Lockwood III Apartments

Figure 10
Exterior Elevations

3 SOUTH EAST PERSPECTIVE

1 EAST PERSPECTIVE

SOURCE: Lauterbach & Associates Architects, Inc., 2023

Lockwood III Apartments

Figure 11
Renderings

ESA

1 NORTH EAST PERSPECTIVE

3 NORTH PERSPECTIVE

SOURCE: Lauterbach & Associates Architects, Inc., 2023

Lockwood III Apartments

Figure 12
Renderings

ESA

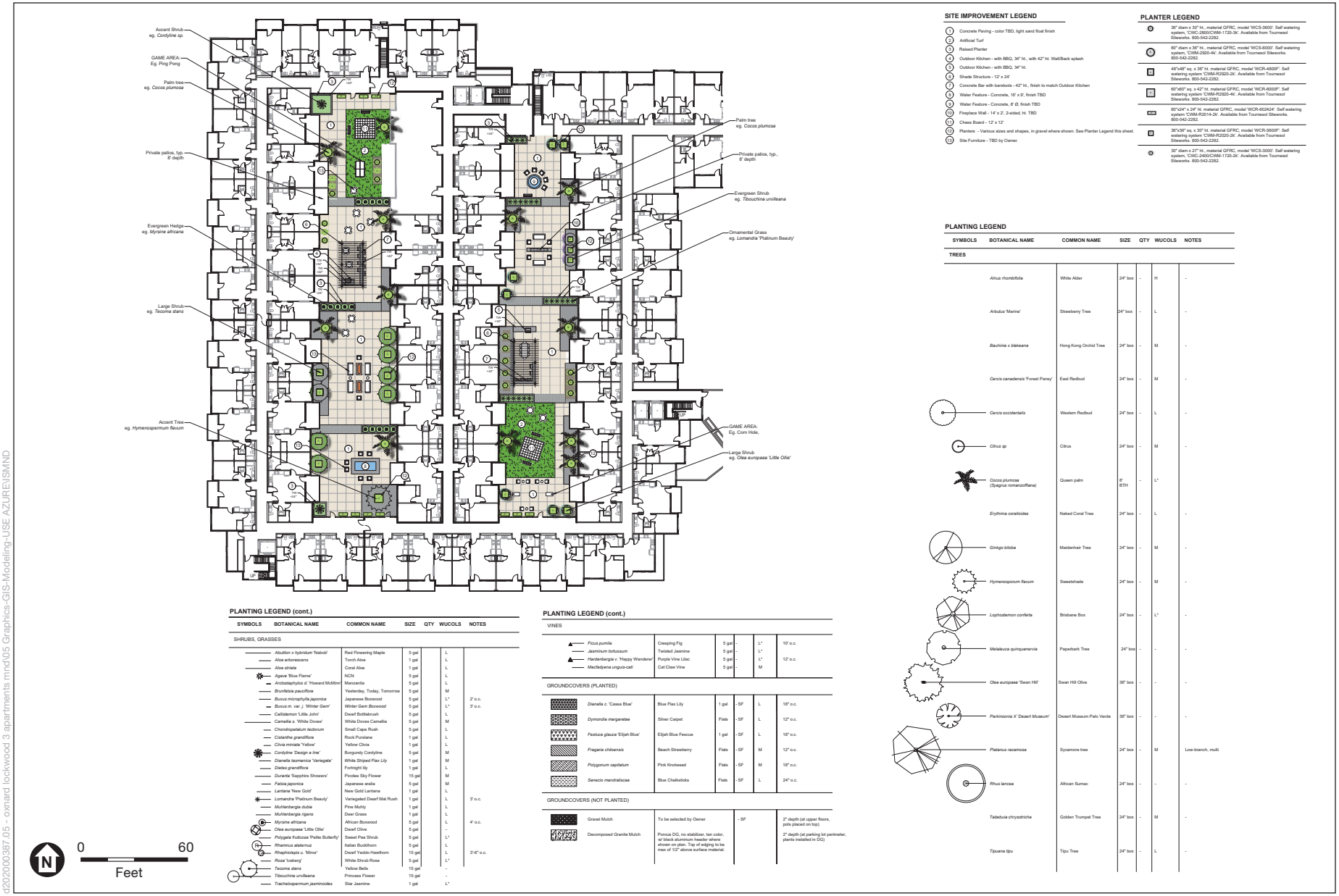
d2020000387.05 - oxnard lockwood 3 apartments mnd\05 Graphics-GIS-Modeling-USE AZURE\SMND

SOURCE: Brodersen Associates, 2023

Lockwood III Apartments

Figure 13
Preliminary Landscape Plan - Ground Floor

ESA



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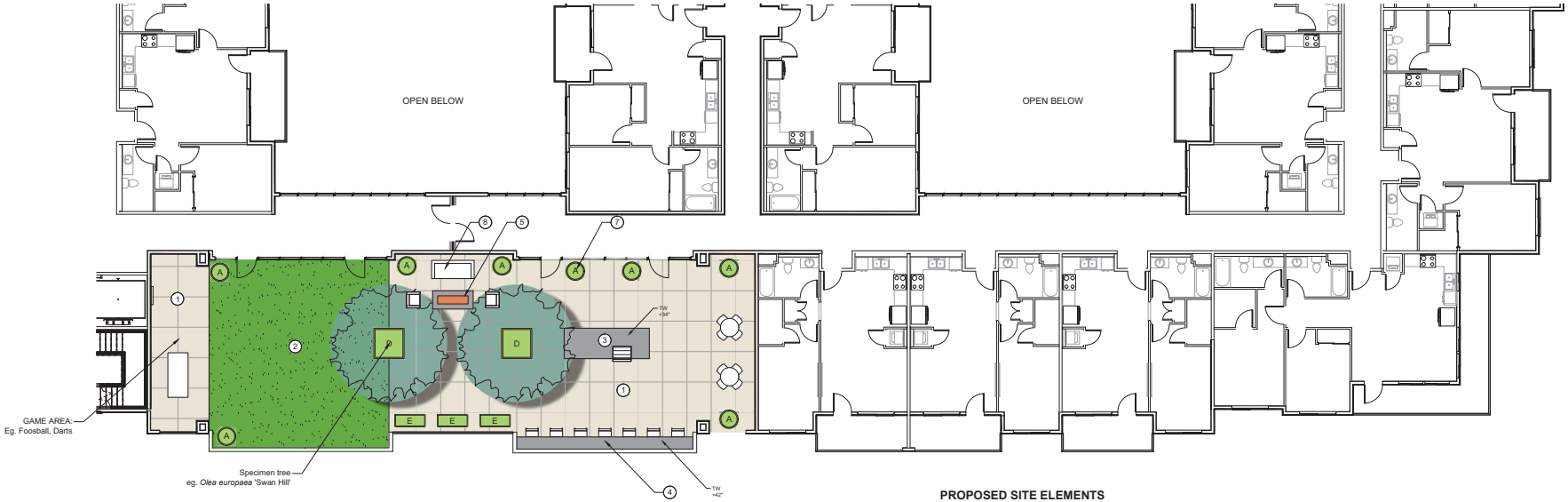
SOURCE: Brodersen Associates, 2023

Lockwood III Apartments

Figure 14
Preliminary Landscape Plan - 2nd Floor Courtyards

ESA



SITE IMPROVEMENT LEGEND

1. Concrete Paving - color TBD, light sand float finish
2. Artificial Turf
3. Outdoor Kitchen - with BBQ, 34" ht.
4. Concrete Bar with barstools - 42" ht.
5. Fire Feature - Pre-cast concrete fire feature
6. NOT USED
7. Planters - Various sizes and shapes, in gravel where shown. See Planter Legend this sheet.
8. Site Furniture - TBD by Owner.

PLANTER LEGEND

A	36" diam x 30" ht., material GFRC, model 'WCS-3600'. Self watering system, 'CWC-2800/CWM-1720-3k'. Available from Tournesol Siteworks. 800-542-2282.
B	60" diam x 36" ht., material GFRC, model 'WCS-6000'. Self watering system, 'CWM-2920-4k'. Available from Tournesol Siteworks. 800-542-2282.
C	48"x48" sq. x 36" ht. material GFRC, model 'WCR-4800F'. Self watering system 'CWM-R2920-2k'. Available from Tournesol Siteworks. 800-542-2282.
D	60"x60" sq. x 42" ht. material GFRC, model 'WCR-6000F'. Self watering system 'CWM-R2920-4k'. Available from Tournesol Siteworks. 800-542-2282.
E	60"x24" x 24" ht. material GFRC, model 'WCR-602424'. Self watering system 'CWM-R2014-2k'. Available from Tournesol Siteworks. 800-542-2282.
F	36"x36" sq. x 30" ht. material GFRC, model 'WCR-3600F'. Self watering system 'CWM-R2020-2k'. Available from Tournesol Siteworks. 800-542-2282.
G	30" diam x 27" ht., material GFRC, model 'WCS-3000'. Self watering system, 'CWC-2400/CWM-1720-2k'. Available from Tournesol Siteworks. 800-542-2282.

PROPOSED SITE ELEMENTS


Pool and Cabanas


Flexible Artificial Turf


Games / Seating


Artificial Turf with Games


Outdoor Kitchen + Seating


Firepit + Seating


Planters in Gravel

0 30
Feet

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SOURCE: Brodersen Associates, 2023

Lockwood III Apartments

Figure 15
Preliminary Landscape Plan - 5th Floor Deck

ESA

2. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics and Urban Design	☒ Cultural Resources and Tribal Cultural Resources	☐ Mineral Resources	☐ Utilities and Energy
☐ Agricultural Resources	☐ Geology and Soils	☐ Noise	☐ Wildfire
☐ Air Quality	☐ Hazards and Hazardous Materials	☐ Population, Education, and Housing	☒ Mandatory Findings of Significance
☒ Biological Resources	☐ Hydrology and Water Quality	☐ Public Services and Recreation	
☐ Climate Change and Greenhouse Gas Emissions	☐ Land Use and Planning	☐ Transportation and Circulation	

Determination:

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature	Date
Printed Name	For

3. Environmental Checklist

3.1 Aesthetics and Urban Design

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) 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?	☐	☐	☒	☐
b) 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?	☐	☐	☐	☒
c) Would the project substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other city planning documents?	☐	☐	☒	☐
d) Would the project add to or compound an existing negative visual character associated with the project site?	☐	☐	☐	☒
e) Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

The project site is surrounded by commercial centers, an outlet center, and the Cal Lutheran University extension to the east; medical and general office buildings to the south; and an auto dealership to the west. This section has used the City of Oxnard 2030 General Plan, Goals and Policies and their General Plan Background Report to determine existing scenic resources in the Project vicinity along with 2023 ground-level survey (see Appendix C-1, *Representative Photographs*). Additionally, aerial views of the project site and surrounding area were reviewed from Google Earth. The potential effects on existing resources were based on the Plan set provided by the Project applicant.

Discussion

a) **Less-than-Significant Impact.** A scenic vista is generally defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Based on a review of the Oxnard General Plan Background Report,[1] the highly valued landscape areas are scenic areas and view corridors within the city of Oxnard. The 2030 General Plan Goals and Policies outline three broad categories of aesthetic resources, including Local Waterways, Agricultural Greenbelts, and Beaches and Coastlines.[2] Other scenic areas and

[1] City of Oxnard. 2006. City of Oxnard General Plan Background Report. https://www.oxnard.org/wp-content/uploads/2016/08/OxnardDraftBackgroundReport2006_04.21.06.pdf. Accessed September 20, 2023.

[2] City of Oxnard. 2022. City of Oxnard, California, 2030 General Plan, Goals and Policies. Adopted October 2011 with Amendments through December 2022. Oxnard, California: City of Oxnard, Development Services Department, Planning Division. https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-12.2022-SMc.pdf. Accessed September 20, 2023.

view corridors include scenic highways/roadways, hills and mountains, and urban landscapes that maintain original historic architectural features and contain park/plaza features. Beyond the city limits, scenic resources include the Coastal Mountain Range west of the city and the hills of Point Mugu State Park that bound the southeastern portion of the city.

Scenic highways such as the U.S. 101 Freeway, which is located immediately adjacent and north of the Project site, are considered an aesthetic resource per the City's definition in the 2030 General Plan. The Project would include a 30-foot landscape buffer between the U.S. 101 Freeway and the site development, which would include a putting course, pet park, and landscaping comprised of trees, shrubs, and grasses, as shown in Figure 13. The Project also includes a new 8-foot-high concrete masonry unit block wall along the Project's northern boundary adjacent to the Freeway. The block wall will include an evergreen hedge for internal screening and an evergreen vine for screening Freeway motorists' views of the wall.

Although the proposed multi-family development would be different in height and character from the adjacent land uses, the Project would adhere to the requirements of General Plan Policy CD-9.4 and ensure that the Project positively contributes to the overall character of the city. This would be achieved by minimizing impacts on important view corridors such as the U.S. 101 Freeway by providing an evergreen vine to screen Freeway motorists' view of the proposed CMU block wall. The Project also includes a landscaped buffer corridor south of the proposed wall of at least 30 feet.

It is noted that at the point that the Project site becomes visible from U.S 101 Freeway, the area is built out on both sides of the freeway, with outlet malls, self-storage facilities, parking lots, and a car dealership. As such, views from the U.S. 101 Freeway would not be deemed particularly scenic due to these developed areas. Construction of the Project on the existing vacant parcel would not alter the overall views from the scenic highway as it would generally blend into the existing surrounding development. Also, due to the relatively flat terrain to the south of the U.S. 101 Freeway, no long-range views would be impacted. Views to the north, which include the distant Sulphur Mountain, would not be significantly impacted. No other scenic areas or view corridors are visible from the Project site due to distance and intervening structures. Therefore, the Project would not obstruct scenic views, and impacts would be less than significant.

b) **No Impact.** The Project site is not located along a state-designated scenic highway, according to the 2030 General Plan and the California State Scenic Highway System Map. The nearest eligible state scenic highway is the U.S. 101 Freeway (also known as the Ventura Freeway), located immediately to the north of the Project site; the nearest officially state-designated highway is State Route 33, located approximately 30 miles northwest of the Project site.[3] The Project site is also approximately 1.5 miles east of Oxnard Boulevard, which is also an eligible state scenic highway, as well as a City-designated scenic highway (designated from U.S. 101 to Point Mugu). Due to the Project's location and distance from

[3] California Department of Transportation (Caltrans). 2018. California State Scenic Highways. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed September 20, 2023.

these scenic resources, implementation of the Project would not result in impacts on existing scenic resources to a state or local scenic highway.

c) **Less-than-Significant Impact.** The Project includes the development of a mixed-income multi-family residential development. The Project site is designated as Business Research Park (BRP) according to the 2030 General Plan, but in conjunction with City of Oxnard Ordinance No. 2999,[4] the site also has an Affordable Housing Discretionary (AHD) additive zone. The intent of the BRP zone is to provide areas for a limited group of professional, administrative, and research and limited manufacturing uses along with limited commercial activities intended to support such uses. Residential development in the AHD and Affordable Housing Permitted (AHP) zones are subject to the R-4 High-Rise Residential development standards. The intent of the AHD/AHP zones is to provide opportunities for the development of affordable residential housing to assist the city in reaching its Regional Housing Needs Allocation.

Multi-family residential uses are permitted uses in the AHD/AHP zones with an allowable residential density of 30 dwelling units per acre. The R-4 zones are intended to provide high density, high rise multi-family dwellings, emergency shelters for families, transition housing and supportive housing pursuant to statutory requirements, and other uses suitable for location within the city core.

Multi-family residential uses are also a permitted use in the R-4 zones, along with uses permitted in the R-3 garden apartment zone; high rise or high-density apartments; accessory buildings including other uses customarily incidental to a permitted use; off-street parking; grounds, landscaping, flower and vegetable gardens, and fruit trees. Upon approval of the Zone Map Amendment, the Project would not conflict with the Project site's zoning designation.

The height of the Project would be 67'-6" at its highest point (at the top of the stairs and elevator tower), 63'-2" at the top of the parapet, and 57'-8" at the top of the roof, with an average height of approximately 58'-0" for all building elements, which exceeds the maximum building height of 35 feet for the BRP zones, 45 feet for the R-4 zones, and 56 feet for the AHD zones. With approval of the requested permits, Zone Map Amendment and Special Use Permit, and approval of the requested concessions, waivers and incentives, the Project would be consistent with zoning district development standards for the BRP, AHD, and R-4 zones. The Project would also provide a 20-foot front yard setback and a 30-foot rear yard setback, which complies with the requirement of a maximum 30-foot front yard setback and exceeds the required 20-foot rear setback. Compliance with the Oxnard City Code[5] and General Plan would ensure consistency with applicable land use plans, policies, and regulations adopted to avoid environmental effects.

[4] City of Oxnard. 2021. City Council of the City of Oxnard, Ordinance No. 2999. https://www.oxnard.org/wp-content/uploads/2021/10/Ordinance-No.-2999.pdf. Accessed October 17, 2023.

[5] Oxnard, California Code of Ordinances. 2005. Ordinance No. 2694. https://codelibrary.amlegal.com/codes/oxnard/latest/oxnard_ca/0-0-0-30115. Accessed December 5, 2023.

Regarding architectural design, as mentioned in the Project Description, the Project building would be primarily comprised of various forms of cement, both composite board and plaster, with different sections of the building being painted the primary colors of Warm White, Hamilton Blue (a light grey/blue), California Sagebush (a sage green), Long Lake (a dark grey/blue), Black, and Khaki Brown for the fiber cement lap sidings (see Figures 10–12 for elevations and renderings). The elevator tower would be cladded with perforated aluminum panels. Heat and glare would be reduced by altering the hole size and spacing of the perforated panels. Railings and gates would be comprised of metal, and the windowpanes would be tinted. Architecturally, the Project would be distinct from the adjoining uses to the east and west but would form a cohesive development when viewed in combination with the Lockwood I and Lockwood II senior affordable apartment communities located to the south of Lockwood Street. The other exterior elements of the Project such as the pool, dog runs and fifth floor deck would allow for a community-oriented lifestyle and therefore, implementation of the Project would not substantially degrade the existing visual character or quality of the site or its surroundings. Impacts would be less than significant.

d) **No Impact.** The site is currently undeveloped and is largely devoid of features except for the presence of ruderal vegetation. The existing visual character of the site is not considered to be negative but equally the Project site has no qualities that add to the visual character either. As mentioned in the Project Description, the Project is currently zoned as BRP with an AHD additive zone. As such, the Project site has been planned for development and the proposed mixed-income multi-family residential development realizes that intention. While the Project site is neither visually appealing nor visually disagreeable, the presence of a coherently designed residential building would enhance the visual character of the site. Therefore, as the Project site has been intended for development and not to remain vacant, implementation of the Project would have no impacts related to adding to or compounding an existing negative visual character associated with the Project site.

e) **Less-than-Significant Impact.** The Project site is in an urban area with streetlights and parking lots that create nighttime light pollution. The Project would not contribute a substantial amount of additional light during nighttime hours outside of the Project site. The Project would result in a maximum of 0.2 foot-candle (fc) within the U.S. 101 Freeway right-of-way, a maximum of 0.7 fc east of the Project site, 0.9 fc along Lockwood Street to the south, and a maximum of 0.8 fc within the drainage easement west of the site, Additionally, the Project would not create substantial glare, as reflective surfaces used on the Project exterior would include tinted glazing with vinyl frame on all the windows. Furthermore, metal paneling used for the main portion of the development would be painted and thus not highly reflective. Roof surfaces would include solar photovoltaic panels and reflective white material to reduce albedo effect/urban heat but would be installed in a way to avoid the potential to cause glare. Therefore, the Project would not create a new substantial source of light or glare that would adversely affect views in the Project area. Impacts would be less than significant.

3.2 Agricultural Resources

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	☒
b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒

Historical aerial imagery shows that the Project site was used for agricultural purposes before 1970. Between 1945 and 1959, a citrus grove was planted. Farming operations ceased sometime between 1970 and 1994, and the lot remained undeveloped. This section has used the California Department of Conservation's California Important Farmland Finder to determine whether Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Williamson Act contracts currently exist within the Project site.

Discussion

a) **No Impact.** The Project site is currently classified as Urban and Built-Up Land according to the California Department of Conservation's California Important Farmland Finder.[6] This area is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. There would be no impacts associated with conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, implementation of the Project would not convert farmland to urban use, and no impact to farmland would occur.

b) **No Impact.** Williamson Act contracts are formed between a county or city and a landowner for the purposes of restricting specific parcels of land to agricultural preserve areas. According to the 2023 General Plan, the Project site is not under any agricultural use and is currently zoned as BRP with an AHD additive zone land use designation. Because there are no active Williamson Act contracts associated with the Project site, and the site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the Project would not conflict with existing agricultural zoning or a Williamson Act contract. Therefore, no impacts related to agricultural zoning or a Williamson Act contract would occur due to implementation of the Project.

c) **No Impact.** The nearest lands designated as Prime Farmland or Farmland of Statewide Importance are located approximately 0.6 miles south of the Project site along Cesar Chavez Drive, approximately 0.4 miles east of the Project site along North Rice Avenue, and approximately 0.4 miles north of the Project site along Auto Center Drive. Due to the

[6] California Department of Conservation (DOC). 2022. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 29, 2023.

distance to the nearest land designated as Prime Farmland or Farmland of Statewide Importance, the construction and operation of the Project would not involve other changes in the existing environment that would result in the conversion of off-site farmland to non-agricultural use.

3.3 Air Quality

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP?	☐	☐	☒	☐
b) Would the project violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?	☐	☐	☒	☐
c) Would the project result in a net increase of any criteria pollutant in excess of quantitative thresholds recommended by the VCAPCD?	☐	☐	☒	☐
d) Would the project expose sensitive receptors to substantial pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	☐	☐	☒	☐
e) Would the project create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The project site is located in the South Central Coast Air Basin (SCCAB), which covers Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District (VCAPCD) is responsible for attaining and maintaining air quality standards in the Ventura County portion of the SCCAB through a comprehensive portfolio of planning, regulation, enforcement, technical innovation, and education around air quality issues. The clean air strategy of VCAPCD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution.[7]

An Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis was prepared for the Project by Meridian Consultants,[8] which informs the analysis of potential impacts to air quality. See **Appendix B** of this IS/MND.

Discussion

a) **Less-than-Significant Impact.** The Ventura County portion of the SCCAB is in nonattainment for ozone for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) and for respirable particulate matter 10 micrometers in diameter and smaller (PM10) for the CAAQS. VCAPCD ~~and the Ventura Council Association of Governments (VCOG) are~~ is responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The VCAPCD has adopted AQMPs to meet the CAAQS and

[7] VCAPCD. 2003. *Ventura County Air Quality Assessment Guidelines.* October. http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf. Accessed October 26, 2023.

[8] Meridian Consultants. 2023. Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis.

NAAQS. The VCAPCD board approved the 2022 AQMP on December 13, 2022.[9] The California Air Resources Board (CARB) approved the 2022 AQMP on January 26, 2023. The goals of the 2022 AQMP are to ensure that city and county population growth does not interfere with emission reductions and progress in meeting the state and national ambient air quality standards.

Because the Project is under the jurisdiction of the VCAPCD for air quality planning and control, VCAPCD's 2022 AQMP is the applicable air quality plan for the Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by the VCOG are deemed consistent with the AQMP growth projections, since the forecast assumptions by VCOG form the basis of the land use and transportation control portions of the AQMP. Additionally, because VCOG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the VCOG's regional forecast projections, and thus also with the AQMP growth projections.

The Project includes the construction of a 5-story, approximately 234-unit, multi-family residential building, which would increase the residential population in the City of Oxnard. Based on the city average of 3.9 persons per household, the proposed addition of 234 units would generate an increase of approximately 912 residents. The City of Oxnard has a current population of 202,063 based on the 2020 Census.[10] ~~This residential building would not increase population beyond that projected in the 2030 General Plan.[11]~~ The projected population forecast for the City of Oxnard for 2027 in Connect SoCal 2020 is approximately 218,177 (interpolated from data).[12] [13] ~~The Southern California Association of Governments (SCAG) estimates that the population of Oxnard will increase by 32,100 residents and generate 15,000 new jobs between 2016 and 2045.[14]~~ Even in the unlikely event that all residents ~~new jobs~~ created by the Project were to result in new residents to Oxnard, the Project would result in a population growth of 912 people which, when added to the current population of 202,630 people, would result in a population of 203,542 people which is below the forecasted population of 218,177 people for the City of Oxnard in 2027. ~~less than 1 percent of expected city population and employment growth.~~ Additionally, this residential building would not increase population beyond that projected in the 2030 General Plan.[15]

9 VCAPCD. 2022. *Final 2022 Ventura County Air Quality Management Plan*. December 2022. http://www.vcapcd.org/pubs/Planning/AQMP/2022/Final-2022-AQMP-with-appendices-20221130.pdf. Accessed October 26, 2023.

10 U.S. Census Bureau. 2020. Oxnard City, California Population and People. Oxnard city, California - Census Bureau Profile. Accessed April 23, 2024

11 ~~City of Oxnard. 2011. 2030 General Plan – Goals and Policies Goals and Policies. https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-12.2022-SMc.pdf. Accessed October 27, 2023.~~

12 Southern California Association of Governments 2020. Final Connect SoCal Demographics and Growth Forecast Adopted September 3, 2020. Accessed April 23, 2024.

13 Difference in SCAG Connect SoCal 2020 population from 2016 to 2045 is 32,100 people. 32,100 people/29 years = 1,107 people/year. 1,107 people/year x 11 years (2016 – 2027) = 12,177 additional people in 2027. So the interpolated population in 2027 for Oxnard would be 1,107 people + 206,000 people = 218,177 people.

14 ~~Southern California Association of Governments 2020. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plansummary_0.pdf?1606000989. Accessed October 27, 2023.~~

15 City of Oxnard. 2011. 2030 General Plan – Goals and Policies Goals and Policies. https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-12.2022-SMc.pdf. Accessed October 27, 2023.

Therefore, since the Project's expected population growth is below the 2027 population forecast compared to the City's baseline, it is consistent with the 2022 AQMP ~~the Project would not result in population growth that would exceed the regional forecast~~ and would not conflict with ~~the~~ VCAPCD's 2022 AQMP, so impacts would be less than significant.

The Environmental Resources Chapter of the 2030 General Plan contains goals and policies related to air quality resources. The goals and policies related to air quality resources that are applicable to the Project include the following:

Goal ER-14: Improved air quality and minimized adverse effects of air pollution on human health and the economy.

Policy ER-14.4: Require all construction equipment to be maintained and tuned to meet appropriate U.S. Environmental Protection Agency (EPA), CARB, and VCAPCD emissions requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are required on construction equipment.

Policy ER-14.5: Require that the construction period be lengthened to minimize the number of vehicles and equipment operating at the same time during smog season (May through October).

Policy ER-14.6: Continue to require mitigation measures as a condition of obtaining building or use permits to minimize dust and air emissions impacts from construction.

Policy ER-14.8: Cooperate with other local, county, regional, and state agencies in implementing air quality plans to achieve state and federal Ambient Air Quality Standards and in preparing, adopting, and implementing the SCAG Sustainable Communities Strategy (SB 375).

Policy ER-14.12: Consult with the VCAPCD during CEQA review for projects that require air quality impact analysis and ensure that the VCAPCD is on the distribution list for all CEQA documents.

Compliance with the above General Plan goals and policies would reduce potential emissions of criteria pollutants. Therefore, construction of the Project would not generate any significant environmental impacts associated with air quality compliance. Therefore, because implementation of the Project would not exceed applicable growth projections and would not conflict with any applicable General Plan air quality resource goals and policies, the Project would not conflict with the VCAPCD's AQMP, and impacts would be less than significant.

b, c) **Less-than-Significant Impact.** The City of Oxnard has not developed specific air quality thresholds for air quality impacts. However, as stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. As such, the significance thresholds and analysis methodologies in VCAPCD's CEQA Air Quality Handbook are used in evaluating air quality emissions impacts within the city of Oxnard. The VCAPCD's CEQA Air Quality Handbook focuses on reducing ozone precursor emissions, which includes reactive organic gases (ROGs) (also referred to as volatile organic compounds [VOCs]) and nitrogen oxides (NO_X) because emissions of

these pollutants could jeopardize attainment of the NAAQS and CAAQS for ozone in Ventura County. The VCAPCD thresholds of significance include a maximum daily ROG or NO_X emissions above 25 pounds per day (lbs/day). The other criteria pollutants of concern include carbon monoxide (CO), which is a colorless and odorless gas and can cause dizziness, confusion, unconsciousness or even death at high levels; sulfur dioxide (SO_2), which is also colorless and can cause asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation, such as wheezing, shortness of breath and chest tightness; and PM10 and fine particulate matter 2.5 micrometers or less in diameter (PM2.5), which can worsen respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits and respiratory mortality. The VCAPCD has not established mass emission significance thresholds for CO, SO_2, PM10 or PM2.5.

Maximum daily emissions of air pollutants during construction of the Project were calculated using CalEEMod (Appendix B). Mobile sources (such as diesel-fueled equipment on-site and vehicles traveling to and from the Project site) would primarily generate NOx emissions. The application of architectural coatings would primarily result in the release of VOC emissions. **Table 3** identifies daily emissions that are estimated for peak construction days for each construction year. Including regulatory compliance measures for all phases would further reduce emissions provided in the table below. As shown in Table 3, construction-related emissions would not exceed 25 pounds per day for VOC and NOx. Therefore, the Project's construction emission impacts would be less than significant, and no mitigation would be required.

TABLE 3
MAXIMUM CONSTRUCTION EMISSIONS

Source	VOC	NOx	CO	SO_X	PM10	PM2.5
	lbs/day					
2025	1.9	24.1	29.3	<0.1	2.9	1.6
2026	1.8	11.6	23.1	<0.1	2.8	0.9
2027	24.2	18.9	36.2	<0.1	3.7	1.3
Maximum	24.2	24.1	36.2	<0.1	3.7	1.6
VCAPCD Mass Daily Threshold	25	25	—	—	—	—
Threshold exceeded?	No	No	No	No	No	No

SOURCE: Meridian Consultants, *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis*, 2023.

Operational emissions would result primarily from vehicles traveling to and from the Project site. The Project Traffic Study determined that the Project would generate a net total of 1,175 daily trips. The results presented in **Table 4** are compared to the VCAPCD-established operational significance thresholds. As shown in Table 4, the operational emissions would not exceed the regional VOC and NOx concentration thresholds.

Therefore, the Project's operational emission impacts would be less than significant, and no mitigation would be required.

TABLE 4
MAXIMUM OPERATIONAL EMISSIONS

	VOC	NO_x	CO	SO_x	PM10	PM2.5
Source	**lbs/day**					
Mobile	4.6	3.6	30.7	0.1	7.5	1.9
Area	9.8	0.0	13.3	<0.1	<0.1	<0.1
Energy	<1	0.8	0.3	<0.1	0.1	0.1
Maximum	14.4	4.4	44.3	0.1	7.6	1.9
VCAPCD Mass Daily Threshold	25	25	—	—	—	—
Threshold exceeded?	No	No	No	No	No	No

SOURCE: Meridian Consultants, *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis*, 2023.

the geographic scope for regional cumulative air quality impacts consists of the air basin(s) in which the Project will be built. The VCAPCD's approach for assessing cumulative impacts is based on attainment of ambient air quality standards in accordance with the requirements of the CAA and California Clean Air Act. As discussed earlier, the VCAPCD has developed a comprehensive plan, the 2022 AQMP, which addresses the region's cumulative air quality condition. CEQA Guidelines Section 15064(h)(3) also provides guidance in determining the significance of cumulative impacts.

Development of the Project in conjunction with any related projects near the Project site would result in an increase in construction and operational emissions in an already urbanized area of the city. However, cumulative air quality impacts from construction, based on VCAPCD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, VCAPCD recommends that a project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts. According to VCAPCD, individual development projects that generate construction or operational emissions that exceed VCAPCD recommended daily regional or localized thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the basin is in nonattainment. With the implementation of regulatory compliance measures such as Rule 55 (Fugitive Dust) and Rule 74.2 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions. As such, the Project's contribution to cumulative air quality emissions in combination with any related projects would not be cumulatively considerable, and impacts would be less than significant.

d) **Less-than-Significant Impact.** Sensitive receptors are individuals who are considered more sensitive to air pollutants than others. The reasons for greater than average sensitivity may include pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered as

relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to ambient air quality.

The Pacific Senior Living facility is located approximately 830 feet southeast of the Project site. To be conservative, the nearest sensitive receptors were assumed to be as close as 25 feet from the Project site. However, since air emissions disperse rapidly in the environment and decrease with distance from the source, exposure associated with emissions from construction activities would be limited.

CO Hotspots

Emissions of CO are generated in greatest quantities from motor vehicle combustion of fossil fuels and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed state and/or federal standards are termed CO hotspots. The VCAPCD uses a screening analysis to determine the potential for CO hotspots for any project with indirect emissions greater than the applicable ozone project significance levels as analyzed under III. Air Quality b) above where roadway intersections are currently operating at or are expected to operate at a level of service (LOS) of E or F. As indicated in Table 4 above, the Project would not exceed regulatory thresholds for VOC or NO_X. Additionally, as analyzed under Section 3.15, *Transportation and Circulation*, Item a), the Project would operate at LOS B or better during the AM peak hour and PM peak hour periods, which meets the city's LOS C standard. In addition, all intersections are expected to operate at LOS ratings of C or better with Project buildout, which would comply with the city's intersection LOS standard of LOS C or better.[16] Therefore, because the Project does not exceed regulatory thresholds and the Project would not result in a LOS of E or F, a refined CO hotspot analysis is not warranted, and the Project would be less than significant with respect to CO impacts.

Localized Air Quality Impacts – Toxic Air Contaminants

Toxic air contaminants (TACs) are generally defined as those contaminants that are known or suspected to cause serious health problems, but which do not have a corresponding ambient air quality standard. TACs are also defined as air pollutants that may increase a person's risk of developing cancer and/or serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Project construction would result in short-term emissions of diesel particulate matter, a TAC. Diesel particulate matter poses a carcinogenic health risk that is measured using an exposure period of 70 years for a lifetime exposure or 30 years for a residential exposure. The exhaust of off-road heavy-duty diesel equipment would emit diesel particulate matter. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., the potential exposure to TACs to be compared to applicable standards). Dose is a function of the concentration

[16] Meridian Consultants. 2023. *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis*.

of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, carcinogenic health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period for a lifetime exposure or 30 years for a residential exposure; however, such assessments should be limited to the period or duration of activities.

Health effects from carcinogenic air toxics are identified and considered in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TAC over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. The greatest potential for diesel particulate emissions would only occur during excavation/grading activities, which are scheduled for approximately 46 days. Other construction activities which are estimated to take approximately 2 years, would result in a reduced use of heavy-duty diesel construction equipment in comparison to excavation/grading activities. The Project would therefore not result in a long-term (i.e., 70 year) source of TAC emissions. No residual TAC emissions and corresponding individual cancer risks are anticipated after construction. Because there is such a short-term exposure period (25 out of 840 months of a 70-year lifetime), further evaluation of construction TAC emissions is not warranted. Additionally, the Project would be required to comply with the applicable 2030 General Plan goal and policies, such as Policy ER-14.4 which requires all construction equipment to be properly maintained to meet EPA, CARB, and VCAPCD emissions requirements.

Freeways and high-traffic roads are significant sources of TAC emissions. CARB recommends siting sensitive land uses at least 500 feet away from such sources. As the Project would develop residential areas near the U.S. 101 Freeway, a health risk assessment was conducted to disclose the potential risk to future occupants of the Project. The closest lane of traffic on the U.S. 101 Freeway would be approximately 25 feet from the Project site property line where development would occur. The residential units along the Project site's northern boundary would have an additional buffer distance of approximately 84 feet from the property line.

However as ~~As~~ described in the *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Analysis* (Appendix B), the building would have an adequate heating, air conditioning, and ventilation (HVAC) system along with a project design features that includes the installation of high efficiency minimum efficiency reporting value (MERV) filters of MERV 14 or better in the intake of residential ventilation systems. The HVAC systems are proposed to be installed with a fan unit power designed to force air through the MERV 14 filter which would result in a cancer risk at the maximum exposed receptor of 5.18 in one million. This cancer risk is less than the VCAPCD cancer risk threshold of 10 in one million. Pursuant to Oxnard Code of Ordinances, Section 16-420J, *Special*

Development Requirements, to ensure long-term maintenance and replacement of the MERV 14 filters in the individual units, the following shall occur:

(1) The developer, sale, and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk from the U.S. 101 Freeway and industrial zones for all affected units, per Item (3) below of this section.

(2) For rental units within 500 feet of the U.S. 101 Freeway or any industrially zoned property, the owner/property manager shall maintain and replace MERV 14 filters in accordance with the manufacturer's recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates from the U.S. 101 Freeway and industrially zoned properties when windows are open.

(3) For residential owned units within 500 feet of the U.S. 101 Freeway or an industrially zoned property, the homeowners' association shall incorporate requirements for long-term maintenance in the covenant conditions and restrictions and inform homeowners of their responsibility to maintain the MERV 14 filter in accordance with the manufacturer's recommendations. The homeowners' association shall inform homeowners of increased risk of exposure to diesel particulates from the U.S. 101 Freeway when windows are open.

The Project would not expose sensitive receptors to substantial pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants (i.e., 10 in one million). Health risk impacts would be less than significant, and no mitigation would be required.

e) **Less-than-Significant Impact.** During the construction of the Project, diesel trucks and off-road construction equipment may emit odors such as that of diesel exhaust. Such odors would be a temporary source of nuisance to adjacent uses but would not affect a substantial number of people. As odors associated with construction would be temporary and intermittent in nature, the odors would be considered a less-than-significant impact.

Mandatory compliance with VCAPCD Rule 74.2 would limit the number of VOCs in architectural coatings and solvents. According to VCAPCD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants.

The Project would not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses. Any unforeseen odors generated by the Project will be controlled in accordance with VCAPCD Rule 51 and Rule 55. As previously noted, Rule 51 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 51 could subject the offending facility to possible fines and/or operational limitations in an approved odor

control or odor abatement plan. Also as previously noted, Rule 55 limits the generation of fugitive dust (particulate matter).

3.4 Biological Resources

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒
e) Would the project conflict with any local policies or ordinances protecting biological resources?	☐	☐	☐	☒
f) Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

To identify the potential biological resource constraints associated with the Project, ESA conducted a literature review and follow-on site survey to characterize existing conditions and determine the potential for sensitive biological resources to occur within the Project site or in a 200-foot buffer area. The Project site and the buffer together comprise the biological survey area. The following resource inventory databases and various publications were referenced:

- California Natural Diversity Data Base (CNDDB).[17] The database was queried for special-status species records in the Oxnard U.S. Geological Survey 7.5-minute quadrangle and five surrounding quadrangles including Ventura, Saticoy, Santa Paula, Camarillo, and Point Mugu.
- Natural Community List.[18]

[17] CDFW. 2023a. California Natural Diversity Data Base (CNDDB). Database was queried for special status species records in the Oxnard USGS 7.5-minute quadrangle and five surrounding quadrangles including Ventura, Saticoy, Santa Paula, Camarillo, and Point Mugu. Accessed August 10, 2023.

[18] CDFW. 2023b. California Natural Community List. Sacramento, CA: CDFW, Natural Heritage Division. August 10, 2023. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline.

- Inventory of Rare and Endangered Vascular Plants of California.[19] The inventory was queried for special-status species records in the Oxnard U.S. Geological Survey 7.5-minute quadrangle and five surrounding quadrangles including Ventura, Saticoy, Santa Paula, Camarillo, and Point Mugu.
- Critical Coastal Areas Map Viewer.[20]
- Critical Habitat Portal.[21]
- Information for Planning and Consultation.[22] Database was queried for federally listed species records within and immediately surrounding the Project site.

A site survey was conducted by ESA Biologist Sonya Vargas on August 8, 2023. The survey consisted of walking throughout the accessible portions of the survey area to obtain full visual coverage of potentially suitable plant and wildlife habitat, characterize existing conditions, and to determine the potential for special-status plants and wildlife to occur (see **Appendix C-1**). All incidental and visual observations of flora and fauna, including signs (i.e., presence of scat) as well as any audible detections, were noted during the assessment. All native and non-native natural communities and land cover types were characterized and delineated on aerial photographs during the field survey, and then digitized on aerial maps using geographic information system software (ArcGIS). Each natural community was characterized using *A Manual of California Vegetation, Second Edition*[23] as a reference; however, where a particular community was not clearly defined in the publication, it was instead characterized using species dominance or another physical descriptor.

Discussion

a) **Less than Significant with Mitigation Incorporated.** The Project site is heavily disturbed, is surrounded by a chain-link fence, and is bound in all directions by commercial development, with the exception of the U.S. 101 Freeway, which is situated along the northern Project site boundary. The Project site has been regularly disturbed (see **Figure 16**), which was apparent during the site visit and further supported through a review of aerial imagery.[24]

Vegetation within the Project site primarily consists of non-native grasses and forbs, including wild oat (*Avena* sp.), red brome (*Bromus rubens*), ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), short-podded mustard (*Hirschfeldia incana*),

[19] CNPS (California Native Plant Society). 2023. Inventory of Rare and Endangered Vascular Plants of California. Database was queried for special status species records in the Oxnard USGS 7.5-minute quadrangle and five surrounding quadrangles including Ventura, Saticoy, Santa Paula, Camarillo, and Point Mugu. Accessed August 10, 2023.

[20] California Coastal Commission. 2023. City of Oxnard, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | California Coastal Commission GIS/Mapping Unit, 2021. Accessed August 2023.

[21] USFWS (U.S. Fish and Wildlife Service). 2023a. Critical Habitat Portal. Accessed August 10, 2023. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265 ad4fe09893cf75b8dbfb77

[22] USFWS. 2023b. Information for Planning and Consultation. Accessed August 10, 2023. https://ecos.fws.gov/ipac.

[23] Sawyer, J.O., T. Keeler-Wolf, and J. M. Evens. 2009. *A Manual of California Vegetation, Second Edition*. California Native Plant Society, Sacramento, CA. 1300 pp.

[24] Google LLC. 2022. Google Earth Pro.

crown daisy (*Glebionis coronaria*), tocalote (*Centaurea melitensis*), golden crownbeard (*Verbesina encelioides*), tumbleweed (*Salsola* sp.), wild radish (*Raphanus* sp.), iceplant (*Carpobrotus* sp.), devil's thorn (*Emex spinosa*), and flax-leaved horseweed (*Erigeron bonariensis*). Few native plants were observed but included telegraph weed (*Heterotheca grandiflora*), jimsonweed (*Datura wrightii*), and miniature lupine (*Lupinus bicolor*).

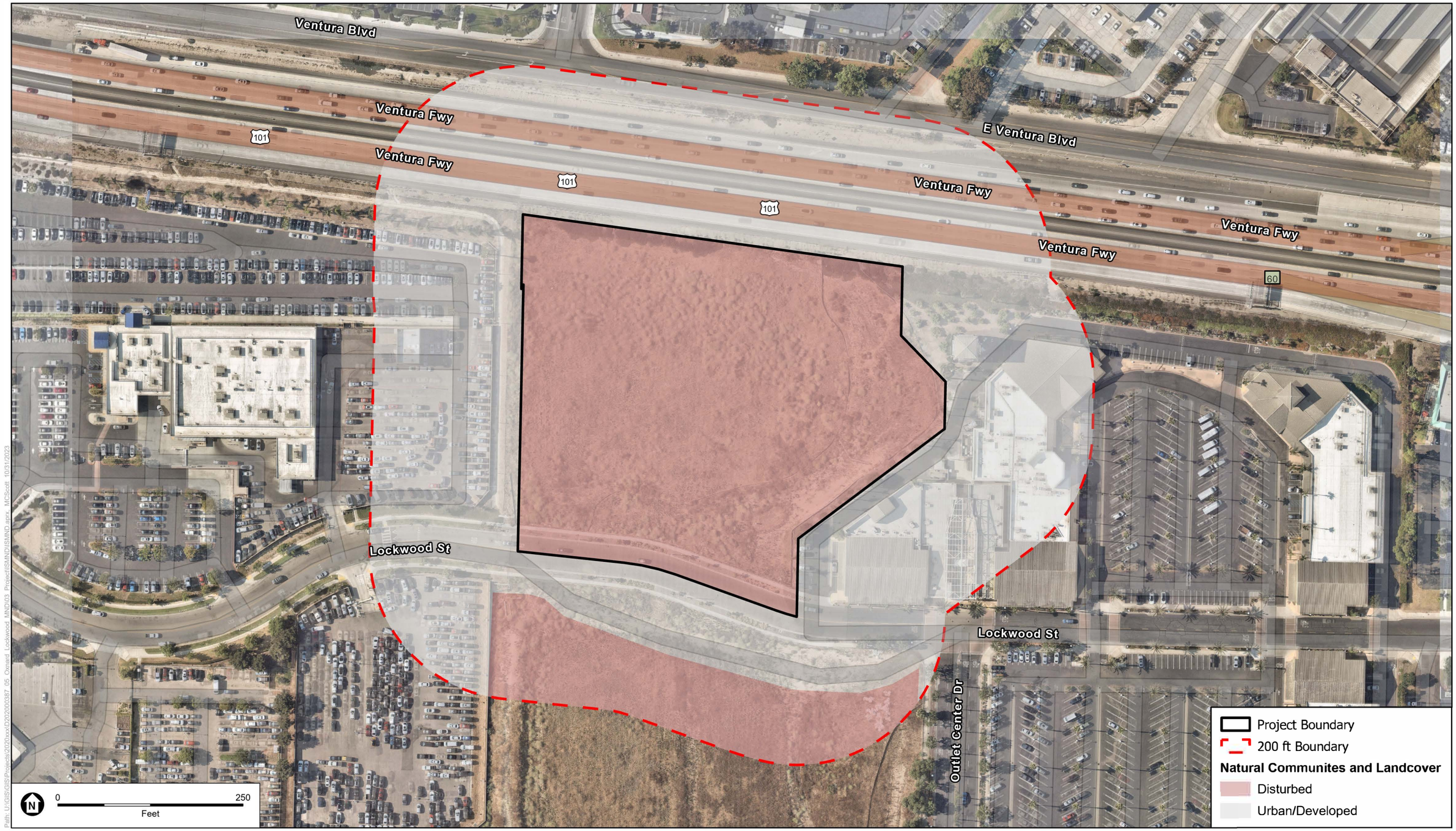
Ornamental trees were observed within the survey area, primarily along the eastern and southern Project site boundary. Species included Mexican fan palm (*Washingtonia robusta*), queen palm (*Syagrus romanzoffian*), Peruvian pepper tree (*Schinus molle*), and magnolia (*Magnolia* sp.). A small cluster of citrus trees (*Citrus* sp.) were observed just outside of the Project site, within the northeast corner of the survey area, as well.

Bird species observed within the study area were American crow (*Corvus brachyrhynchos*), black phoebe (*Sayornis nigricans*), and California gull (*Larus californicus*). One inactive nest was detected at the northeast corner of the study area, outside the Project site boundaries, at the top of a tower. No other wildlife species were detected; however, small burrows (approximately 2–3 inches) were detected within the site. These small mammal burrows were not the appropriate size or morphology for burrowing owl (*Athene cunicularia*); in addition, no pellets, white-wash, or feathers were detected.

Critical Habitat

Under the Federal Endangered Species Act, to the extent feasible, the USFWS and National Marine Fisheries Service are required to designate critical habitat for endangered and threatened species. Critical habitat is defined as areas of land, water, and air space containing the physical and biological features essential for the survival and recovery of endangered and threatened species. Designated critical habitat includes sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter. Designated critical habitats require special management and protection of existing resources, including water quality and quantity, host animals and plants, food availability, pollinators, sunlight, and specific soil types. Critical habitat delineates all suitable habitat, occupied or not, essential to the survival and recovery of the species.

The USFWS Critical Habitat Portal indicates that critical habitat does not occur within the study area. Critical habitat for the southwestern willow flycatcher (*Empidonax traillii extimus*) occurs approximately 2.5 miles northwest of the Project site, but no habitat for this species occurs within the study area. Therefore, the Project would not result in an impact to critical habitat.



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SOURCE: Mapbox, 2023; ESA, 2023

Lockwood III Apartments

Figure 16

Natural Communities and Land Cover Types

ESA

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Special-Status Species

Special-status species are defined as those that, because of their recognized rarity or vulnerability to various forms of habitat loss or population decline, are recognized by federal, state, or other agencies as under threat from human-associated developments. Some of these species receive specific protection that is defined by federal or state endangered species legislation. Others have been designated as special status on the basis of adopted policies and the expertise of state resource agencies or other respected organizations, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. Special-status species are defined as follows:

- Species listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.11 for listed animals and 50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species).
- Species that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register, December 2, 2016).
- Species that meet the definitions of rare or endangered species under CEQA (State CEQA Guidelines, Section 15380).
- Species listed, proposed for listing, or identified as candidate species for listing by the State of California as threatened or endangered under the California Endangered Species Act (14 CCR 670.5 animals; 14 CCR 670.2 plants).
- Animal species of special concern to the CDFW.[25,26,27,28]
- Animal species that are fully protected in California (California Fish and Game Code [FGC], Sections 3511 [birds], 4700 [mammals], 5050 [reptiles and amphibians], and 5515 [fish]).
- Bat species considered priority by the Western Bat Working Group.[29]
- Bird species protected by the Migratory Bird Treaty Act.
- Plants considered by the CNPS to be rare, threatened, or endangered (Rank 1A, 1B, 2A, and 2B plants) in California.
- Plants listed as rare under the California Native Plant Protection Act (FGC 1900 et seq.).
- 2022 Ventura County Planning Division Locally Important Animal List and Ventura County Planning Division 2022 Locally Important Plant List.[30]

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25 Shuford, W. D., and Gardali, T., editors. 2008. California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, California, and California Department of Fish and Game, Sacramento.

26 Williams, D. F. 1986. Mammalian Species of Special Concern in California. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83760&inline. Accessed December 7, 2023.

27 Moyle, P.B., R.M. Yoshiyama, J.E. Williams, and E.D. Wikramanayake. 1995. Fish species of special concern of California. 2nd edition. California Department of Fish and Game, Inland Fisheries Division, Rancho Cordova, CA.

28 Jennings, M.R. and Hayes, M.P. 1994. Amphibian and Reptile Species of Special Concern in California. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83971&inline. Accessed December 7, 2023.

29 WBWG (Western Bat Working Group). 2023. Species Info. http://wbwg.org/western-bat-species/. Accessed December 7, 2023.

30 County of Ventura. 2023.Ventura County Locally Important Species List. Resource Management Agency. https://vcrma.org/en/ventura-county-locally-important-species-list. Accessed December 7, 2023.

A search of the most current CNDDB, CNPS and Information for Planning and Consultation databases revealed that 46 special-status plant and 53 special-status wildlife species have been previously recorded within the Oxnard and surrounding five U.S. Geological Survey 7.5-minute quadrangle maps (see **Appendix C-2**). Based on the disturbed nature of the study area and the absence of suitable habitat, it was determined that all plant species and 45 of the wildlife species do not have a potential to occur within the study area and are omitted from further discussion.

A total of 8 wildlife species, Crotch bumble bee (*Bombus crotchii*), monarch butterfly – California overwintering population (*Danaus plexippus plexippus* pop. 1), coastal whiptail (*Aspidoscelis tigris stejnegeri*), coast horned lizard (*Phrynosoma blainvillii*), burrowing owl (*Athene cunicularia*), ferruginous hawk (*Buteo regalis*), California horned lark (*Eremophila alpestris actia*), and American peregrine falcon (*Falco peregrinus anatum*), were determined to have a low to moderate potential to occur within the study area, based on the following criteria (see **Appendix C-3**):

- **Low Potential:** Limited habitat exists for a particular species within the study area. For example, the appropriate vegetation assemblage may be present while the substrate preferred by the species may be absent, or the preferred habitat may be present, but has undergone substantial disturbance, such that the species is not expected to occur.
- **Moderate Potential:** Marginal habitat for a particular species is present within the survey area. For example, the available habitat may be somewhat disturbed and/or may not support all stages of a species' life cycle, or it may not fit all preferred habitat characteristics, however, still supports important components, such as a particular soil or community type.

One species, the California horned lark (*Eremophila alpestris actia*) was determined to have a moderate potential to occur within the study area. This species, as well as other migratory bird species protected in accordance with the Migratory Bird Treaty Act and Sections 3505, 3503.5, and 3511 of the California Fish and Game Code may nest within or directly adjacent to the study area and may be affected by Project construction. Impacts associated with Project construction may include the removal of an active nest or the disruption of breeding behavior. To avoid impacts to nesting birds, construction activities should be scheduled outside of the avian nesting season (February 15 to September 15). If this is not feasible, implementation of **Mitigation Measure BIO-1** would ensure that impacts to nesting birds would be considered less than significant.

Mitigation Measure BIO-1: If construction activities occur within the bird nesting season (generally defined as February 15 through September 15), a qualified biologist shall conduct a nesting bird survey within 7 days prior to the start of construction. If an active nest is observed within 500 feet of the proposed construction, the nest shall be avoided, and a suitable buffer zone shall be delineated in the field such that no impacts shall occur until the nest has been determined to be inactive by a qualified biologist. Construction buffers are generally 300 feet for passerines and up to 500 feet for raptor species; however, avoidance buffers may be reduced at the discretion of the biologist, depending on the location of the nest and species tolerance to human presence and construction-related noise.

If activities must take place within an established buffer, steps shall be taken to reduce indirect effects to nesting activity by actively reducing construction noise within proximity to a presumed nest location and/or installing temporary construction noise barriers. If the reduction of noise is not feasible, construction activities shall be postponed until the nest is deemed inactive and/or the breeding season has concluded.

b) **No Impact.** "Sensitive" natural communities and habitats are defined by the CDFW as those natural communities that have a reduced range and/or are imperiled as a result of residential and commercial development, agriculture, energy production and mining, or an influx of invasive and other problematic species. Vegetation communities are evaluated using the CDFW's Vegetation Classification and Mapping Program (VegCAMP) Heritage Methodology, which is based on the knowledge of range and distribution of a specific vegetation type and the proportion of occurrences that are of good ecological integrity. Evaluation is done at both Global (natural range within and outside of California [G]) and Subnational (state level for California [S]) levels, each ranked from 1 (critically imperiled or very rare and threatened) to 5 (demonstrably secure). Natural communities and habitats with state ranks of S1-S3 are considered Sensitive Natural Communities and require review when evaluating environmental impact.[31] Sensitive natural communities are not present within the study area.

As the Project site does not support riparian vegetation or any other sensitive natural communities identified in regional plans, policies, or regulations, or by the California Department of Fish and Game or USFWS, impacts to riparian vegetation or other sensitive natural communities are not expected. No impact to riparian vegetation or other sensitive natural communities and habitat would occur.

c) **No Impact.** Wetlands (including swamps, bogs, seasonal wetlands, seeps, marshes, and similar areas) are considered waters of the U.S., and are defined by U.S. Army Corps of Engineers as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b]; 40 CFR 230.3[t]). No wetland features are identified by the National Wetlands Inventory as occurring within the Project area[32] and during the site survey, no wetland features were observed. Additionally, other aquatic resources regulated by the CDFW or Regional Water Quality Control Board do not occur onsite. Since Project construction would not extend into wetlands as there is none present, no impact to wetlands or protected waters would occur.

d) **No Impact.** Wildlife corridors are features that exist as topographical or structural pinch points that, among other purposes, are used by wildlife for travel from one geographical area to the next. Features such as a dry culvert under a roadway may support limited

[31] CDFW. 2023c. Natural Communities. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153609&inline. Accessed August 10, 2023.

[32] USFWS. 2023c. National Wetland Inventory (NWI) Data Mapper. https://www.fws.gov/wetlands/Data/Mapper.html. Accessed August 10, 2023.

biological function and may be used strictly for travel purposes. More often, wildlife corridors contain natural vegetation and habitats that support foraging, roosting, and breeding activities as well. Very often, particularly in the case of riparian corridors, aquatic species depend entirely on these features to persist.

Wildlife corridors are not present within the Project site, which is surrounded by fencing and urban development. Thus, the Project would not result in impacts to existing wildlife corridors or affect wildlife movement.

e) **No Impact.** The Project would not result in the removal, impact, and/or replacement of ornamental trees observed along the Project site boundary; therefore, the Project will not conflict with local policies or ordinances protecting biological resources such as the City of Oxnard Landscape Standards.[33] No impact to protected trees would occur.

f) **No Impact.** The Project site is not located within any habitat conservation plan or natural community conservation plan areas or other approved local, regional, or state habitat conservation plan area. Therefore, the Project would not conflict with provisions of an adopted natural community conservation plan or other approved local, regional, or state habitat conservation plan, and no impact would occur.

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[33] City of Oxnard. 1988. Landscape Standards. April 1986, revised July 1988. https://www.oxnard.org/wp-content/uploads/2016/04/Landscape_Standards.pdf. Accessed August 10, 2023.

3.5 Climate Change and Greenhouse Gas Emissions

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal for reducing greenhouse gas emissions in California?	☐	☐	☒	☐
c) Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?	☐	☐	☒	☐

State-regulated greenhouse gases (GHGs) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and sulfur hexafluoride (SF_6). CO_2 is the most abundant GHG in the atmosphere. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in equivalent mass of CO_2, denoted as CO_2e. Mass emissions are calculated by converting pollutant specific emissions to CO_2e emissions by applying the proper global warming potential (GWP) value. These GWP ratios are available from the U.S. Environmental Protection Agency and are published in the California Climate Action Registry General Reporting Protocol. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons per year.

Discussion

a, b) **Less-than-Significant Impact.** Neither the City nor the VCAPCD have adopted a numerical significance threshold for assessing impacts related to GHG emissions from a project, and the City has not formally adopted a local plan for reducing GHG emission. When no guidance exists under CEQA, the lead agency may look to and assess general compliance with comparable regulatory schemes.[34] In its January 2008 CEQA and Climate Change white paper, the California Air Pollution Control Officer's Association (CAPCOA) identified a number of potential approaches for determining the significance of GHG emissions in CEQA documents. In its white paper, CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency.[35]

[34] See *Protect Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4th 1099, 1107 ["'[A] lead agency's use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations and integrating CEQA environmental review activities with other environmental program planning and resolution.'"]. Lead agencies can, and often do, use regulatory agencies' performance standards. A project's compliance with these standards usually is presumed to provide an adequate level of protection for environmental resources. See, e.g., *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4th 74, 99 (upholding use of regulatory agency performance standard).

[35] California Air Pollution Control Officers Association (CAPCOA), 2008. CEQA & Climate Change Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act. http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf. Accessed October 25, 2023.

Amendments to Section 15064.4 of the CEQA Guidelines were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., the extent to which the Project may increase or reduce GHG emissions compared to the existing environment; whether the Project exceeds an applicable significance threshold; and the extent to which the Project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking at thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see Section 15064.7). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15064(h)(3)).[36]

Although GHG emissions can be quantified, CARB, VCAPCD and the City of Oxnard have not adopted project-level significance thresholds for GHG emissions that would be applicable to the Project. The Governor's Office of Planning and Research released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."[37] Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to less than significant as a means to avoid or substantially reduce the cumulative impact of a project."[38]

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will

[36] See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11–13, 14, 16. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed November 2019; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. http://www.valleyair.org/Programs/CCAP/documents/Transmittal_LetterOPRApril2009.pdf and http://opr.ca.gov/docs/Transmittal_Letter.pdf. Accessed October 2023.

[37] Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, (2008).

[38] See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11–13, 14, 16. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed November 2019; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. http://www.valleyair.org/Programs/CCAP/documents/Transmittal_LetterOPRApril2009.pdf and http://opr.ca.gov/docs/Transmittal_Letter.pdf. Accessed October 2023.

avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions." Thus, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.[39]

In the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including CALGreen Standards, 2022 Scoping Plan Update, City of Oxnard Climate Action and Adaptation Plan, and SCAGs' Sustainable Communities Strategy (SCS).

Construction and Operational Greenhouse Gas Emissions

As analyzed in the *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis* in Appendix B, the forecasting of construction-related GHG emissions requires assumptions regarding the timing of construction as the emission factors for some of the Project's construction-related GHG emission sources decline over time. As shown in **Table 5**, total construction emissions would be 1,761 metric tons of CO_2e ($MTCO_2e$). One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame because this is a typical interval before a new building requires its first major renovation. As shown in Table 5, when amortized over an average 30-year Project lifetime, average annual construction emissions from the Project would be 59 $MTCO_2e$ per year.

[39] See, for example, San Joaquin Valley Air Pollution Control District (SJVAPCD), CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR-2025 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ABR's Cap-and-Trade regulation cannot constitute significant increases under CEQA …" Furthermore, the SCAQMD has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e/yr$ significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See SCAQMD, Final Negative Declaration for Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014); SCAQMD Final Negative Declaration for Phillips 99 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); SCAQMD Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and SCAQMD Final Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (August 2015).

TABLE 5
CONSTRUCTION GHG EMISSIONS

Construction Phase	$MTCO_2e$/Year
2025	555
2026	731
2027	475
Total Construction Emissions	***1,761***
30-Year Annual Amortized Rate	**59**

SOURCE: Meridian Consultants, *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis*, 2023.

Operation of the Project has the potential to generate GHG emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products. Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, and waste management would occur every year after full Project development. Operational Project emissions from area sources, energy sources, mobile sources, solid waste, and water and wastewater conveyance are shown in **Table 6**. As shown in Table 6, annual operational emissions from the Project would be 1,794 $MTCO_2e$ per year.

TABLE 6
OPERATIONAL GHG EMISSIONS

Source	Unmitigated $MTCO_2e$ per year
Construction (amortized)	59
Mobile	1,217
Area	4
Energy	433
Water	27
Waste	54
Total	***1,794***

SOURCE: Meridian Consultants, *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis*, 2023.

Assembly Bill 32/Senate Bill 32 and Executive Order B-30-15

In support of Assembly Bill 32 and Senate Bill 32, the state has promulgated specific laws aimed at GHG reductions.

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e.

Executive Order B-55-18

Executive Order B-55-18, issued by Governor Edmund G. Brown, Jr. in September 2018, establishes a new statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant state agencies to develop a framework for implementation and accounting that tracks progress towards this goal, as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.[40]

CALGreen Standards

The Project is committed to meeting the requirements of the CALGreen Code by incorporating strategies such as low-flow toilets, low-flow faucets, and other energy and resource conservation measures. The Project would comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CALGreen standards.

2022 Scoping Plan Update

The 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the state's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the CEQA." The State encourages local governments to adopt a CEQA-qualified comprehensive area plan addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). Comprehensive area plans need to be monitored and updated as state targets change, and new data is available. A detailed assessment of the applicable goals, plans, policies implemented by the City, which would support the GHG reduction strategies in the three priority areas is provided below.

Transportation Electrification

- **Convert local government fleets to zero emission vehicles (ZEV).**

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the city would be consistent with the Scoping Plan goals of the transitioning to EVs. Although this measure mainly applies to the city fleet, the Project would be designed to provide approximately 175 EV stalls, over 50 percent of the total parking space provided by the proposed development.

[40] California Air Resources Control Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf. Accessed October 25, 2023.

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).**

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. This requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. Although this measure mainly applies to city fleet, the Project would be designed to provide approximately 175 EV stalls, over 50 percent of the total parking space provided by the proposed development.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**
- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.**
- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).**
- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).**

The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled, and GHG emissions. Specifically, the Project site is located within walking distance of existing residential and commercial uses and meets the SCAGs' (SCS) by integrating land use and transportation strategies. The Project site is served by the City of Oxnard Bikeway system, with Class II bike lanes located along Gonzales Road, Rose Avenue, Solar Drive, and a portion of Lockwood Street east of Outlet Center Drive. These Class II bike lanes connect the Project to commercial and employment areas east and west of the Project. The City of Oxnard is also served by the Gold Coast Transit. Within the Project vicinity, #4A Route (North Oxnard), #4B Route (North Oxnard), #15 Route (Esplanade − El Rio − St. Johns Medical Center), #17 Route (Esplanade – St. Johns Medical Center – Oxnard College), and #19 Route (OTC – 5th – Gonzales Road) provides fixed route bus service on Gonzales Road. Existing bus stops with benches are located on both sides of Gonzales Road and Rose Avenue, less than 0.5 miles from the Project site. Therefore, the Project would be consistent with these reduction strategies.

Southern California Association of Governments' 2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG has prepared and adopted the 2020-2045 regional transportation plan/sustainable communities strategy (RTP/SCS), which includes an SCS that addresses regional development and growth forecasts. The SCAG 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 19 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level.[41]

The SCAG's 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals. According to the 2020-2045 RTP/SCS, the updated target for the SCAG region is 19 percent below 2005 per capita emissions levels by 2035. The revised 2035 target is higher than the previous CARB target of 13 percent for the SCAG region. **Table 7** summarizes the Project's consistency with applicable strategies and actions. As shown therein, the Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

TABLE 7
PROJECT CONSISTENCY WITH APPLICABLE SCAG RTP/SCS GHG EMISSION REDUCTION STRATEGIES

Action	Project Consistency
Focus Growth Near Destinations & Mobility Options • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main street • Plan for growth near transit investments and support implementation of first/last mile strategies Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Consistent.** The Project would involve construction of a multi-family residential building. The Project site is located within walking distance of existing residential and commercial uses. Additionally, the Project site is served by the City of Oxnard Bikeway system, with Class II bike lanes located along Gonzales Road, Rose Avenue, Solar Drive, and a portion of Lockwood Street east of the Outlet Center Drive. These Class II bike lanes connect the Project to commercial and employment areas east and west of the Project. The City of Oxnard is also served by the Gold Coast Transit. Within the Project vicinity, #4A Route (North Oxnard), #4B Route (North Oxnard), #15 Route (Esplanade − El Rio – St. Johns Medical Center), #17 Route Esplanade – St. Johns Medical Center – Oxnard College), and #19 Route (OTC – 5th – Gonzales Road) provides fixed route bus service on Gonzales Road. Existing bus stops with benches are located on both sides of Gonzales Road and Rose Avenue, less than 0.5 miles from the Project site. The Project would develop residential uses on previously graded land. Due to the amount of development in the area and the location of the Project, this would be an infill project. Therefore, the Project would be consistent with the strategy to focus growth near destinations and mobility options.

[41] Southern California Association of Governments. 2020. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plansummary_0.pdf?1606000989. Accessed October 27, 2023.

Action	Project Consistency
Leverage Technology Innovations • Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supporting and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology – such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Consistent.** The Project would be designed and operated to meet the applicable requirements of CALGreen and the city's Green Building Code. The Project would be designed to provide approximately 175 EV stalls.
Support Implementation of Sustainability Policies • Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations	**Consistent.** The Project would be designed and operated to meet the applicable requirements of CALGreen and the city's Green Building Code. The Project's indoor water use would be minimized by 20 percent. Furthermore, energy use would be reduced by implementing the requirements of current Title 24 standards, including energy efficient lighting and appliances. Therefore, the Project would support implementation of sustainability policies.
Promote a Green Region • Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Consistent.** The Project would involve construction of a multi-family residential building. The Project is located near existing residential and commercial use and would not interfere with regional wildlife connectivity or convert agricultural land. The proposed vegetation and roof color (white) would reduce any contribution to urban heat island effects. The Project would comply with Title 24, and CALGreen. Therefore, the Project would support development of a green region.

SOURCE: Meridian Consultants, *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis*, 2023.

City of Oxnard Climate Action and Adaptation Plan

The City of Oxnard Climate Action and Adaptation Plan (CAAP) identifies seven areas under which the city can reduce GHG emissions: clean energy, water conservation and reuse, green buildings, waste reduction and recycling, transportation, nature-based solutions, and land use. The CAAP establishes the target of reducing GHG emissions 40 percent below 1990 levels by 2030, consistent with state law. The CAAP presents an

inventory of GHG emissions originating from the city and sets forth strategies and actions to reduce emissions and help the community adapt to a changing climate.

The Project's consistency with applicable GHG reductions from strategies listed in the CAAP are summarized in **Table 8**. As shown therein, the Project would be consistent with the GHG emission reduction strategies contained in the city's CAAP.

There are no federal, state, or local quantitative adopted thresholds of significance for addressing a project's GHG emissions. In the absence of any adopted numeric threshold, this analysis evaluates the significance of a project by considering whether the project conflicts with applicable regulations or requirements adopted to implement a statewide, regional, or local plan.

Compliance with the above applicable regulatory plans as well as the standards identified in the Project would reduce potential climate change impacts from the generation of greenhouse gas emissions.

TABLE 8
PROJECT CONSISTENCY WITH APPLICABLE CAAP STRATEGIES

Action	Project Consistency
Green Buildings (B): B2: Electrify Buildings	**Consistent.** The Project would be designed and operated to meet the applicable requirements of CALGreen (Title 24, Part 6) requirements for electrification of new buildings.
Transportation (T): T1: Expand Zero Emission Vehicle (ZEV) Charging and Fueling Infrastructure	**Consistent.** The Project would be designed to provide approximately 175 EV stalls, over 50 percent of the total parking space provided by the proposed development.
Water Conservation and Reuse (W): W1: Increase Water Conservation and Reuse	**Consistent.** The Project would incorporate water conservation features such as low-flow fixtures, as are required pursuant to the current California Plumbing Code and CALGreen. Furthermore, current CALGreen requirements require a 20 percent increase in indoor water use efficiency relative to previous building requirements.
Water Reduction and Recycling (R): R1: Recycling and Organic Waste Diversion	**Consistent.** The Project would be subject to the requirements of the statewide SB 1383 and city ordinance 3007, which requires the provision of organic waste collection services to multi-family generators. Compliance with existing city and state programs would achieve consistency with this measure.

SOURCE: Meridian Consultants, *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis*, 2023.

c) **Less-than-Significant Impact.** The Project would be designed and operated to meet the applicable requirements of CALGreen (Title 24, Part 6) requirements for electrification of new buildings consistent with CAAP requirements to reduce GHG emissions: clean energy, water conservation and reuse, green buildings, waste reduction and recycling, transportation, nature-based solutions, and land use. The CAAP establishes a target—to reduce GHG emissions 40 percent below 1990 levels by 2030, consistent with state law. Therefore, the Project is consistent with CAAP requirements and would not contribute to potential secondary effects of global climate change.

3.6 Cultural Resources and Tribal Cultural Resources

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b) Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section15064.5?	☐	☒	☐	☐
c) Would the project directly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐
e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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 listed or eligible in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	☒	☐	☐
f) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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 resources 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 Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

The analysis in this section is based on the information provided in the California Assembly Bill 52 Consultation undertaken by the City (see Appendix A of this IS/MND), Updated Phase I Cultural Resources Study (**Appendix D**; Cultural Resources Report) for the Lockwood III Project[42] prepared by Rincon Consultants, Inc. on September 25, 2023, and the Paleontological Resources Memo (**Appendix E**; Paleontological Report) prepared for the Project by Rincon Consultants, Inc. on September 28, 2023.[43]

[42] Rincon Consultants, Inc. 2023. Updated Phase I Cultural Resources Study for the Lockwood 3 Project, City of Oxnard, Ventura County, California. September 25, 2023.

[43] Rincon Consultants, Inc., Lockwood 3 Project, Paleontological Resources Memo, 2151 Lockwood St., Oxnard, California 93036. September 28, 2023

Discussion

a) **No Impact.** As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (Public Resources Code Section 21084.1; 14 CCR 15064.5(b)). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1(q)), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resources Code Section 21084.1; 14 CCR 15064.5(a)).

The Project's Cultural Resources Report included a search of the South Central Coastal Information Center (SCCIC) California Historical Resources Information System (CHRIS); a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California State Historic Resources Inventory (HRI) list, and the California Historical Landmarks list, historic maps, and aerial investigations; and a pedestrian survey.

Based on the result of the records searches and field survey, no historic resources were found to occur on the Project site. Because there are no documented structures or other historical resources identified within the Project site, no impact to historical resources would occur.

b) **Less than Significant Impact with Mitigation Incorporated.** As indicated above, the Project's Cultural Resources Report included a search of the CHRIS, NRHP, CRHR, HRI and the California Historical Landmarks list. In addition, specifically with regard to archeological resources, a search of the Archaeological Determination of Eligibility (ADOE) list was conducted. The Native American Heritage Commission (NAHC) was contacted to request a search of the Sacred Lands File (SLF). Also, an archeological pedestrian field survey was conducted on the Project site.

A review of the CHRIS records search identified 17 cultural resources studies that have been conducted within a 0.5-mile radius of the Project site. Of these, two cultural resource studies have included the Project site. A brief summary of previous cultural studies is provided below:

- VN-01042: J. Boyer and S. Craig prepared *UCLA Archeological Survey Record* in 1967. This study included an archeological pedestrian survey of a linear area that intersects the current Project site from north to south. The study did not identify cultural resources within the Project site.
- VN-02449: John F. Romani and George A. Toren prepared *Phase I Archeological Investigation: 1901 Outlet Center Dr., Ventura County, California, APN 213-0-090-015* in 2014. The study included a record search and archeological pedestrian survey within the southeastern corner of the Project site. The study did not identify any cultural resources within the Project site.

A review various aerial photos and topographic maps was conducted as part of the Cultural Resources Report. A United States Geological Survey (USGS) topographic map from 1904 shows the Project site as undeveloped land. Between 1942 and 1943, one building was mapped in the western portion of the site, and agricultural fields surrounded the site on all sides. Between 1949 and 1985, five buildings were in the western portion of the site. From 1994 to 2023, USGS maps and aerials show the Project site as undeveloped land.

The archaeological pedestrian field survey consisted of transect intervals spaced at 15 meters apart examining for artifacts (such as flaked stone tools, tool-making debris, stone milling tools, ceramics, or fire-affected rock); ecofacts (such as marine shell or bone); soil discoloration that might indicate the presence of a cultural midden; soil depressions; features indicative of the former presence of structures or buildings (such as standing exterior walls, postholes, or foundations); or historic debris (such as metal, glass, or ceramics). The pedestrian survey did not identify any cultural resources within the Project site. Additionally, according to the Geoarchaeological Analysis undertaken within the Cultural Resources Report and the Preliminary Geotechnical Investigation,[44] the upper "couple of feet" of sediments within the project site has previously been disturbed for agricultural uses. The Project site is also underlain by Holocene alluvial deposits which have a low geoarchaeological sensitivity and is unlikely that cultural resources exist within the Project site.

As discussed above, no archeological resources have been identified within the Project site. However, the lack of surface evidence of archeological resources does not preclude their subsurface existence. Thus, mitigation is required to address potentially significant impacts related to the inadvertent discovery of archeological resources during construction. The City of Oxnard General Plan includes a policy (ER-11.6) that states "In the event that archaeological/paleontological resources are discovered during site excavation, continue to require that grading and construction work on the project site is suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist." To meet this policy, Mitigation Measure CUL-1 through Mitigation Measure CUL-3 are provided below. With implementation of Mitigation Measure CUL-1 through Mitigation Measure CUL-3, potentially significant impacts to unknown archeological resources would be reduced to a less-than-significant level.

Mitigation Measure CUL-1: Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel shall be trained regarding identification and treatment protocol for inadvertent discoveries of resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are

[44] Geolabs-Westlake Village, Preliminary Geotechnical Investigation, Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California. September 20, 2022.

uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and a Qualified Archeologist per Mitigation Measure CUL-2.

Mitigation Measure CUL-2: Inadvertent Discovery Clause. In the event that potential archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find (at least 100 feet) and a Qualified Archaeologist shall be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. An appropriate buffer area shall be established by the Qualified Archaeologist. Reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery shall be provided by the Qualified Archaeologist. This buffer area shall be established around the find where construction activities shall not be allowed to continue until the evaluation is completed. Grading activities shall be allowed to continue outside of the buffer area, and an archaeological monitor shall be provided during these grading activities outside the buffer area, if determined necessary by the Qualified Archaeologist.

All resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist. If a resource is determined by the Qualified Archaeologist to constitute an archeological resource pursuant to the CEQA Guidelines Section 15064.5, the Qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resource. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes.

c) **Less than Significant with Mitigation Incorporated.** Paleontological resources are the remains or traces of plants and animals that are preserved in the earth's crust, and per Society of Vertebrate Paleontology guidelines,[45] are older than written history or older than approximately 5,000 years. There are limited, nonrenewable resources of scientific and educational value and are afforded protection under state laws and regulations.

According to the Project's Paleontological Report, the Project site is located within the Transverse Ranges geomorphic province of Southern California, which includes west-east trending elongated mountain ranges and valleys that are geologically complex. The Geotechnical Investigation (**Appendix F**) conducted for the Project site encountered several feet of agricultural fill/disturbed sediments overlying alluvium consisting of sand, silt, clay, and sandy clay within the Project site down to depths of up to 50 feet below

[45] Society of Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf. Accessed December 7, 2023.

ground surface, the maximum depth explored. The region was mapped by Clahan[46] as having Holocene alluvial deposits consisting of poorly sorted clayey sand with occasional gravel (Paleontological Report). Holocene-aged sediments are generally considered too young (i.e., less than 5,000 years old) to preserve paleontological resources. Therefore, Holocene alluvial deposits have low paleontological sensitivity.

Holocene-aged sediments may be underlain in the subsurface by older sediments (i.e., Pleistocene) with higher paleontological sensitivity. However, there are few known fossil localities from areas mapped as Holocene sediments within the Oxnard Plain, despite extensive urban and agricultural development of the region. The nearest fossil localities occur in the city of Ventura, several miles northwest of the Project site, and in the Camarillo and Las Posas Hills, several miles northeast of the Project site. The lack of fossil localities in this region of the Oxnard Plain suggests that the depth at which the transition to older, paleontologically sensitive sediments occurs is not frequently encountered during typical urban development activities such as those proposed for this Project.

As part of Project construction, grading for building pads is anticipated to reach less than 5 feet below the surface. Trenching for underground utilities is expected to reach up to 8 feet below the surface. The Project site has been previously disturbed down to "couple of feet" per the Geotechnical Report. Therefore, grading and trenching are anticipated to impact previously undisturbed sediments. The geologic map and relative lack of fossil localities in the Oxnard Plain suggests that the excavations anticipated for the Project would impact small amounts of paleontologically sensitive sediments, if any. Ground-disturbing activities within previously undisturbed sediments with high paleontological sensitivity may result in significant impacts to paleontological resources. Given the small volume of potentially paleontologically sensitive sediments that the Project would affect, significant impacts to paleontological resources are unlikely, but possible. As stated above, the City of Oxnard General Plan includes a policy (ER-11.6) to reduce potential unanticipated discovery of paleontological resources. To meet this policy, Mitigation Measures CUL-1 above and CUL-3 below are provided to ensure that potential impacts to paleontological resources would be less than significant in the event of an unanticipated discovery through the recovery, identification, and curation of previously unrecovered fossils.

Mitigation Measure CUL-3: Paleontological Resources. In the event that potential paleontological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find (at least 50 feet) and a Qualified Paleontologist shall be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. All paleontological resources shall be identified, handled, and treated in accordance with the applicable provisions of the Society of Vertebrate Paleontology (SVP) standards.

An appropriate buffer area shall be established by the Qualified Paleontologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. Grading activities shall be allowed to continue

[46] Clahan, K.B. 2003. Geologic map of the Oxnard 7.5-minute quadrangle, Ventura County, California: a digital database. [map.] California Geological Survey, Preliminary Geologic maps PGM-03-04, scale 1:24,000.

outside of the buffer area, and a paleontological monitor shall be provided during these grading activities outside the buffer area, if determined necessary by the Qualified Paleontologist. At the Qualified Paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If preservation in place is not feasible, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Museum of Ventura County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school or historical society in the area for educational purposes.

d) **Less than Significant with Mitigation Incorporated.** As discussed above, the Project site is located within an urbanized area and has been subject to previous grading and development. Also, the SCCIC records search results and SLF search through the NAHC did not identify recorded human remains sites within the Project site, and no surface human remains were noted on the pedestrian survey. Therefore, the potential for uncovering human remains on the Project site is low. Nevertheless, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered human remains. Should ground disturbance encounter human remains, disturbance of those remains could result in a potentially significant impact. Implementation of Mitigation Measure CUL-4 would reduce potential impacts to human remains to less than significant.

Mitigation Measure CUL-4: If human remains are encountered, the Applicant or its contractor shall halt work in the vicinity (within 100 feet) of the discovery and contact the Ventura County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the landowner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete his or her inspection and make his or her recommendation within 48 hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the MLD on all reasonable options regarding their preferences for treatment.

If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the Project site in a location not subject to further and future subsurface disturbance.

e, f) **Less than Significant with Mitigation Incorporated.** The Project is subject to compliance with Assembly Bill (AB) 52 (PRC Section 21074), which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires that lead agencies notify California Native American tribal representatives who are traditionally or culturally affiliated with the geographic area of the Project.

The SCCIC records search and a pedestrian survey did not identify potential tribal cultural resources within the Project site. The SLF search through the NAHC yielded negative results. The city conducted consultation with California Native American tribes pursuant to AB 52 to identify tribal cultural resources in or near the Project site (see Appendix A of this IS/MND).

The City of Oxnard sent a notification letter on August 21, 2023, to the Native American tribe that is on the City's AB 52 list (Appendix A). This list includes only one tribe, the Barbareño/Ventureño Band of Mission Indians, that has requested notification of projects within the city in accordance with AB 52. The letters (3 letters sent to 3 different contacts with the Tribe) provide brief descriptions of the Project and its location, with maps, the lead agency's contact information, and a notification that the tribe has 30 days to request consultation pursuant to Public Resources Code section 21080.3.1.

The Barbareño/Ventureño Band of Mission Indians was notified of the Project but did not request consultation with the City of Oxnard (see Appendix A). There are no known tribal cultural resources located within the Project area, and therefore, no impacts to known tribal cultural resources would occur.

Although the current AB 52 process for the Project failed to identify any known tribal cultural resources, new resources may be identified or established over the course of the implementation of the Project and could be impacted. To reduce potential impacts on tribal cultural resources to less than significant, implementation of **Mitigation Measures CUL-2 and CUL-4** is required.

3.7 Geology and Soils

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
b) 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
c) Would the project be located on expansive soil, creating substantial risk to life or property that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
d) Would the project expose people or structures to inundation by seiche or tsunami?	☐	☐	☐	☒
e) Would the project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	☐	☐	☐	☒

The analysis in this section is based on the information provided in the Geotechnical Engineering Investigation Report (Geotechnical Report)[47] prepared by Geolabs-Westlake Village (GWV) on September 20, 2022 (Appendix F), and the Hydrologic and Hydraulic Report/Stormwater Quality Report (Hydrology Report)[48] prepared by CCE Design Associates, Inc. (CCE) on July 10, 2023 (**Appendix G** of this IS/MND).

Discussion

a.i) **No Impact.** A fault is a plane or surface in the earth where failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The U.S. Geological Survey defines active faults as those that have had surface displacements within Holocene time (about the last 11,000 years). Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. Based on the City of Oxnard General Plan Background Report, the most regionally active faults in the vicinity of the city of Oxnard are the Oak Ridge, Pitas Point-Ventura, Red Mountain, Anacapa, and Malibu Coast

[47] Geolabs-Westlake Village (GWV), Preliminary Geotechnical Investigation: Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California. September 20, 2022.

[48] CCE Design Associates, Inc. (CCE), Hydrologic and Hydraulic Report/ Stormwater Quality Report, Lockwood 3 Outlet Center Dr. and Lockwood St., Oxnard, California 93030. July 10, 2023.

faults.[49] According to the Geotechnical Report, the Project site does not contain any known active or potentially active faults, nor is it within an Alquist-Priolo Earthquake Fault Rupture zone. Therefore, no impacts would result from fault rupture of a known earthquake fault on the Project site.

a.ii) **Less-than-Significant Impact.** The Project is located in Southern California, an area that is subject to strong seismic ground shaking. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. As noted in Response 3.7.a.i above, there are no known active faults within the city. There are a number of potentially active/active faults in the region including the Oak Ridge, Pitas Point-Ventura, Anacapa, and Malibu Coast faults; however, these faults are located approximately 1.5 to 10 miles from the city of Oxnard. The Project includes construction of a mixed-income, multi-family residential development which could experience moderate to high ground shaking from these fault zones, as well as shaking from other seismically active areas of the Southern California region. Although some structural damage is typically not avoidable during a large earthquake, the Project would be constructed to meet existing construction ordinances and the most recent California Building Code (CBC) which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers standards. The CBC includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the Project site. These design measures are intended to maximize structural stability in the event of an earthquake. Therefore, adherence to the CBC requirements would reduce impacts related to strong seismic shaking to a less than significant level.

b) **Less-than-Significant Impact.** Unstable geologic units or soils are typically classed as those prone to landslides, lateral spreading, subsidence/collapse, or liquefaction.[50] Each of these key consideration are outlined below.

Landslides

The geologic and topographic characteristics of an area often determine the potential for landslides. Landslides (or slope failures) are the dislodging and falling of a mass of soil or rocks along a sloped surface. Although the potential for small-scale slope failure may exist in the city, particularly along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the flat terrain of the Project site minimizes this potential geologic hazard. Given the Project site's topography, seismically induced landslides would not pose a danger to the people or structures on site. Therefore, no impact would result from landslides due to implementation of the Project.

[49] City of Oxnard. 2006. City of Oxnard General Plan Background Report. https://www.oxnard.org/wp-content/uploads/2016/08/OxnardDraftBackgroundReport2006_04.21.06.pdf. Accessed September 19, 2023.

[50] American Geological Institute. 2009. Living with Unstable Ground. https://biotech.law.lsu.edu/climate/docs/ci2011Aug0119050042954Unstable%20Ground%20Book%20final%20090407.pdf. Accessed December 7, 2023.

Lateral Spreading

Lateral spreading movement occurs when a soil mass slides laterally on liquefied soil layers, moving downslope or towards a free face. The Project site is located within a potential liquefaction hazard zone,[51] and therefore, there is a potential for lateral spreading to occur at the Project site. However, based on the findings of the quantitative analyses undertaken for the Preliminary Geotechnical Investigation, the results indicate that the potential for liquefaction on the Project site is considered unlikely.[52] The Project would be subject to the seismic design criteria of the most recent CBC which has been adopted within the Oxnard City Code. The CBC includes provisions that would reduce lateral spreading impacts on site. Therefore, lateral spreading impacts would be less than significant.

Subsidence/Collapse

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from manmade activities such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be reversed or repeated. Thus, once land has subsided, it will not return to its original elevation even if pressure in the underground reservoir is restored.[53]

The Project site is underlain by artificial/agricultural fill over alluvium. The near surface alluvial soils on site are homogenous silty sand and in medium dense condition. Alluvial material on this site consists of various admixtures of sand, silt, clay, and sandy clay in a moist, medium dense/stiff condition.[54] The near surface soils on site could be moderately compressible under saturated conditions, The Project would be designed and constructed on conventional spread footings or mat foundations to withstand seismic hazards. Additionally, the Project applicant would be required to construct the Project in conformance with applicable recommendations made in the Geotechnical Report prepared for the Project as well as with the most recently adopted CBC, which includes provisions to reduce the threats of subsidence and collapse. Therefore, subsidence and collapse impacts would be less than significant.

Liquefaction

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure.

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51 Geolabs-Westlake Village (GWV). 2022. *Preliminary Geotechnical Investigation: Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California*. September 20, 2022

52 Geolabs-Westlake Village (GWV). 2022. *Preliminary Geotechnical Investigation: Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California*. September 20, 2022

53 American Geological Institute. 2009. Living with Unstable Ground. https://biotech.law.lsu.edu/climate/docs/ci2011Aug0119050042954Unstable%20Ground%20Book%20final%20090407.pdf. Accessed December 7, 2023.

54 Geolabs-Westlake Village (GWV). 2022. *Preliminary Geotechnical Investigation: Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California*. September 20, 2022

This typically occurs where susceptible soils (particularly soils in the medium sand to silt range) are located over a high groundwater table. A high groundwater table is described as one within 50 feet of the surface. A majority of the city of Oxnard is susceptible to liquefaction as a result of underlying thick alluvial deposits and high groundwater levels. In addition, the city of Oxnard is located in a Seismic Hazard area for liquefaction according to the California Geologic Survey's Earthquake Zones of Required Investigation online mapping tool.[55]

As stated in the Geotechnical Report, the Project site is located within a liquefaction zone.[56] To ensure that the proposed mixed-income multi-family residential development would not experience structural damage due to liquefaction, the Project applicant would be required to design and construct the Project in conformance with the most recently adopted CBC, which would ensure that potential liquefaction impacts are less than significant.

c) **Less-than-Significant Impact.** Expansive soil is characterized by a clay composition whereby clay particles expand dramatically upon wetting. Structures constructed on expansive soils require special design considerations that are identified within the CBC. The near-surface fill and alluvial materials encountered on the Project site have been identified as having a low expansion potential.[57] Nonetheless, to ensure that the proposed development would not experience structural damage due to expansive soil, the Project applicant would be required to design and construct the Project in conformance with the most recently adopted CBC, which would ensure that impacts are less than significant.

d) **No Impact.** Seiches and tsunamis are caused by earthquakes. Seiches are waves caused by large-scale, short-duration oscillation of confined bodies of water (such as reservoirs and lakes) during earthquakes that may damage low-lying adjacent areas, although not as severely as a tsunami. The Project site is located on elevated terrain and is not within an enclosed body of water.[58] The closest enclosed body of water that could result in earthquake-induced seiche is Lake Piru, which is approximately 28 miles northeast of the Project site. Due to the distance of Lake Piru, potential seiches in the lake would not impact the Project site.

Tsunamis are earthquake-induced surge waves that can cause severe coastal flooding. The Project site is located approximately 6 miles inland (east) from the Pacific Ocean and is

[55] California Department of Conservation (DOC). 2023a. California Geologic Survey. Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed September 18, 2023.

[56] Geolabs-Westlake Village (GWV). 2022. *Preliminary Geotechnical Investigation: Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California*. September 20, 2022

[57] Geolabs-Westlake Village (GWV). 2022. *Preliminary Geotechnical Investigation: Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California*. September 20, 2022

[58] Geolabs-Westlake Village (GWV). 2022. *Preliminary Geotechnical Investigation: Proposed Multi-Family Residential Development, Lockwood St., Parcel 1, APN 213-0-090-27, City of Oxnard, California*. September 20, 2022

not located within a tsunami hazard area as mapped by the California Department of Conservation.[59] Therefore, the Project would not be impacted by seiches or tsunamis.

e) **No Impact.** The Project is located on land that is owned by the Project Applicant who will be responsible for maintenance activities. The Project will not require any dredging or other maintenance activities by an agency. Therefore, no impact would occur.

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[59] California Department of Conservation (DOC). 2023b. CGS Information Warehouse: Tsunami Hazard Area Map. https://www.conservation.ca.gov/cgs/tsunami/maps/ventura. Accessed September 19, 2023.

3.8 Hazards and Hazardous Materials

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Would the project emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard?	☐	☐	☒	☐
d) 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 significant hazard to the public or the environment?	☐	☐	☒	☐
e) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

The analysis in this section is based on the information provided in the Phase I Environmental Site Assessment Report (Phase I ESA)[60] prepared by Rincon Consultants, Inc., dated November 16, 2022, and included in **Appendix H**.

Discussion

a) **Less-than-Significant Impact.** Exposure to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes, particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

A Phase I ESA was prepared for the Project to assess potential impacts related to hazards and hazardous materials. To determine if any RECs exist at the Project site, the Phase I ESA analysis included:

- A review of the physical setting to obtain information concerning the topographic, geologic, and hydrogeologic characteristics of the Project site and vicinity. Such information may be indicative of the direction and/or extent that a contaminant could migrate in the event of a spill or release.

[60] Rincon Consultants, Inc. (Rincon), Phase I Environmental Site Assessment, 2151 Lockwood St., Oxnard, California. November 16, 2022.

- A review of publicly available federal, state, and local regulatory agency records to obtain information that could potentially help identify RECs at, or potentially affecting, the Project site.
- A review of historical references to assess the history of previous uses of the Project site and surrounding area to identify those that could have led to RECs on or near the Project site. Historical sources reviewed included Sanborn Fire Insurance Maps, aerial photographs, topographic maps, and city directories. In addition, interviews were conducted with people who were expected to be reasonably knowledgeable about historical and/or current conditions at, and uses of, the Project site.
- A site reconnaissance was performed to observe site conditions and activities for indications of evidence of RECs.

As discussed in the Phase I ESA, the Project site appears to have been used for agricultural purposes from as early as 1927 through approximately 1985. Agricultural land use is frequently associated with the use of pesticides and arsenic. However, previous soil assessments completed for the Project site identified organochlorine pesticides, arsenic and lead at levels below the applicable residential environmental screening levels. Therefore, no significant hazards have been identified with the former on-site agricultural uses. Additionally, according to the Phase I ESA, historical information identified multiple potentially contaminative historical land uses north of the Project site (and north of U.S. 101) including 2101 Ventura Boulevard, a former automotive repair facility from 1980 to 1996. Additionally, a gasoline station, as part of the Costco development, was located at 2101 Ventura Boulevard from 2005 to 2019 and an additional gasoline station was located at 2099 Ventura Boulevard, in 1961. Based on the distance from the subject property (200 feet), the lack of reported release, and the depth and direction of groundwater flow, the offsite gasoline station and former automotive repair facility were not expected to impact the Project site.

The Phase I ESA also evaluated other off-site properties within one-quarter mile of the Project site that are listed on one or more release-related databases, the status of their listings, and their potential, if any, to cause (or have caused) a REC at the Project site. Based on their clean-up status, proximity to the Project site, and/or down gradient relationship to the Project site, no off-site properties were determined to present a REC.

As discussed in the Phase I ESA, the Project site is identified on various environmental databases (National Pollutant Discharge Elimination System [NPDES], California Integrated Water Quality System [CIWQS], and California Environmental Reporting System [CERS]) as a facility that has an active construction permit. However, the inclusion of the property on these database sites provided no evidence of RECs.

Finally, the site reconnaissance performed as part of the Phase I ESA analysis did not reveal any evidence of RECs on the Project site or on adjacent properties. Based on the analysis summarized above, the Phase I ESA revealed no evidence of RECs in connection with the Project site.

Project construction could however expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (such as oil, diesel fuel, and transmission fluid related to construction equipment), and/or handling and transport of demolition debris and import/export of soils. However, these activities would be short term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner.

Based on the above, adherence to standard construction practices and compliance with existing regulations related to hazardous materials would ensure the Project construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements.

Operation

Operation of the Project would involve the routine use of small quantities of potentially hazardous materials typical of those used in residential buildings, including cleaning products, paints, chemicals for use in the pool and those used for maintenance of landscaping. Such use would be consistent with that currently occurring in nearby commercial and residential developments. As a residential development, the Project would not involve the routine transport, use, and disposal of large quantities of hazardous materials. The Project's limited use of common hazardous materials can typically be disposed of at Class II or III landfills, which accept most common waste materials. In addition, all hazardous materials used on the Project site during operation would be used, stored, and disposed of in accordance with all applicable federal, state, and local requirements. Compliance with applicable regulations would ensure that operational impacts would be less than significant.

b) **Less-than-Significant Impact.** As part of the Phase I ESA prepared for the Project site, regulatory databases were reviewed for the Project site and properties within the standard search radii pursuant to California Government Code Section 65962.5. The databases searched are known as the "Cortese List" and include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency (CalEPA). As discussed under Response a), the Phase I ESA revealed no evidence of RECs in connection with the Project Site.

During construction, hazardous materials such as fuels, oils, and lubricants would be transported to and used on site in construction vehicles and equipment, as well as use of coatings, paints, adhesives, and caustic or acidic cleaners. If not managed appropriately, these hazardous materials could be unintentionally released resulting in adverse effects to workers, the public and/or the environment. However, as previously discussed, all potentially hazardous materials used during construction of the Project would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby

reducing the risk of hazardous materials use. In addition, the Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials as well as with the requirements of the NPDES Municipal Separate Storm Sewer System (MS4) Permit. Under the NPDES MS4 Permit, the Project must comply with the state NPDES General Construction Permit. Implementation of this Permit would help control the use of hazardous substances during construction and would minimize the potential for such substances to leave the site. Based on the above, compliance with existing regulations would ensure the Project construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

As above, the routine use of small quantities of potentially hazardous materials, typical of those used in residential developments, would occur during operation. As stated previously, activities involving the handling and disposal of hazardous wastes would occur in compliance with all applicable federal, state, and local requirements concerning the handling and disposal of hazardous waste. With applicable regulations and requirements compliance, operational activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

c) **Less-than-Significant Impact.** There are no existing or proposed elementary or secondary schools within 0.25 miles of the Project site. The nearest existing school to the Project site is the Cal Lutheran University – Satellite campus located directly east of the Project site. Charter College, which is a vocational school that offers health care training, is located approximately 0.11 miles southeast of the Project site. Both of these schools are located within a mixed-use center with retail, medical and office uses. The Oxnard Adult School is located approximately 0.4 miles southeast of the Project Site, while Rio Rosales Elementary School is located approximately 0.7 miles south of the Project Site. The use of hazardous materials at the Project site would be restricted to cleaning solvents, paints and pool chemicals used by maintenance staff and cleaning solvents used by residents of the proposed units. The materials used by maintenance staff would be in small quantities and stored in compliance with state and federal requirements. Because no substantial amount of hazardous materials would be used or stored onsite, potential hazardous impacts to occupants at the nearest schools (Cal Lutheran University – Satellite campus and Charter College) would not occur. Therefore, impacts would be less than significant.

d) **Less-than-Significant Impact.** Section 65962.5 of the California Government Code requires the California Environmental Protection Agency to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of multiple agencies. The Phase I ESA for the Project site obtained a database search report, which is included in Appendix B of the Phase I ESA. The report documents findings of various federal, state, and local regulatory database

searches regarding properties with known or suspected releases of hazardous materials or petroleum hydrocarbons. However, the Project Site was not on the Cortese database. Furthermore, none of the database listings for the Project site are indicative of releases of hazardous substances. Therefore, impacts would be less than significant.

e) **Less-than-Significant Impact.** The Project includes a multi-family residential development on vacant land, northwest of the intersection of Lockwood Street and Outlet Center Drive, and south of U.S. 101 Freeway. Slow-moving construction-related traffic along local roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the Project area. To prevent potentially significant construction-related traffic impacts, if road/lane closures are required, the Project's contractor would implement standard construction traffic management measures or undertake preparation of a construction traffic control plan prior to the initiation of any construction activities to ensure that access for all road users is maintained near the Project. Per standard California Department of Transportation requirements (Caltrans), construction vehicles/equipment would use alternative routes to avoid congested state facilities, especially during peak hours and any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit and potential escort. Furthermore, the Project would be subject to review and approval by all applicable city departments to ensure that the Project complies with city requirements related to emergency response. As such, construction impacts would be less than significant.

The City's Emergency Operations efforts anticipate that all major streets and highways within the city would serve as evacuation routes. The major streets and highways within the city maintain minimum right of way widths and would continue to ensure that various evacuation routes are accessible to residents and businesses. As such, operation of the Project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan. Operational impacts would be less than significant.

3.9 Hydrology and Water Quality

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements?	☐	☐	☒	☐
b) Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☒	☐
d) Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
e) Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?	☐	☐	☒	☐
f) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
g) Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
h) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

This section is based on the information provided in the Hydrologic and Hydraulic Report / Stormwater Quality Report (Hydrology Report) prepared by CCE Design Associates, Inc. (CCE), dated September 22, 2023 (Appendix G of this IS/MND);[61] and the Preliminary Geotechnical Investigation (Geotechnical Investigation) prepared by Geolabs-Westlake Village, dated September 20, 2022 (Appendix F of this IS/MND).

Discussion

a) **Less-than-Significant Impact.** The Project site is currently undeveloped, relatively flat, and covered by sparse grass and low-lying vegetation. Project construction activities would include earthwork/earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials, which could contribute to pollutant loading in stormwater runoff. In addition, exposed and stockpiled soils could be subject to wind and

[61] CCE Design Associates, Inc., Hydrologic and Hydraulic Report / Stormwater Quality Report, Lockwood 3, Outlet Center and Lockwood Street, Oxnard, Ca 93030. September 22, 2023.

water conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading.

The Project Applicant would be required to comply with the NPDES General Construction Permit, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs) to minimize soil erosion/sedimentation and other runoff from the Project site from entering the storm drains during construction. BMPs would include erosion and sediment control BMPs.[62] Compliance with all applicable federal, state, and local requirements would reduce the potential for construction operations to result in the release of contaminants into the storm drain system or groundwater.

Upon buildout of the Project, the impervious area of the site would increase approximately 73 percent. During operation, the Project would generate stormwater runoff into the municipal storm drain system which may contain nutrients, pesticides, organic compounds, sediments, oil and grease, suspended solids, metals, gasoline, pathogens, and trash and debris. These pollutants most often originate from motor vehicle use and the associated deposition of fuel, oil, and rubber on the ground surface, trash collection areas, landscape maintenance activities, pesticide and herbicide use, and general human activity.

Stormwater quality management for the Project would occur in accordance with the 2011 Ventura County Technical Guidance Manual. Based on the existing onsite soil conditions and recommendations from the Project geotechnical engineer, the use of infiltration or other retention BMPs is feasible. The proposed retention BMP is underground infiltration through the use of a Proprietary Infiltration system. Pre-treatment would be provided upstream of the proposed infiltration system and would include a centralized sediment and trash basin/manhole (hydrodynamic separator). The pre-treatment device would separate and capture trash, debris, sediment and oil and grease from stormwater runoff. The Contech continuous deflective separation (CDS) Model 2025-5 is likely to be the model used on the Project site and has been designed and sized to remove 80 percent of 50-micron particles in accordance with City of Oxnard standards and is a full-capture system listed on the state's Certified Devices list (DS-88).

Furthermore, source control measures, which are operational practices that reduce potential pollutants at the source, would be implemented by the Project. Applicable source control measures for this Project are storm drainage signage (which is to be added to all storm drain inlets), proper design of outdoor trash storage and waste handling areas, and proof of control measure maintenance through a Maintenance Agreement containing a site specific Maintenance Plan for all proposed BMPs to be maintained by the owner/operator of the site.

With adherence to regulations and the proposed stormwater management system in place, construction and operation of the Project would not violate water quality standard and

[62] FEMA. 2021. FEMA Flood Map Service Center: Search by Address, 2151 Lockwood Avenue, Oxnard, CA, 93036 – Flood Map 06111C0910E. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id =8b0adb51996444d4879338b5529aa9cd. Accessed September 26, 2023.

discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant.

b) **Less-than-Significant Impact.** The Project site is currently a 5.17-acre vacant lot, and the ground surface consists of mostly dirt with sparse shrubs and grasses. As such, the Project Site does allow some rainwater to permeate the surface into the groundwater, with rainwater also being directed to off-site storm drains which flow into the city's municipal system. Based on the Geotechnical Investigation, five borings were explored within the Project site, of which groundwater was encountered at approximately 41 feet below ground surface. The highest groundwater level is mapped as being approximately 10 feet below ground surface at the Project site.[63] Based on the subsurface information, groundwater is present on the Project site within the upper 50 feet; therefore, there is a potential of groundwater rising to within 10 feet below ground surface.

If groundwater is encountered during Project construction, temporary dewatering would be required and the water would be disposed of in accordance with the NPDES permit and other regulatory requirements and would cease when construction is complete. Thus, dewatering during construction would not meaningfully affect groundwater recharge such that there would be a discernable net deficit in aquifer volume or a lowering of the local groundwater table level. Construction impacts would be less than significant.

During Project operation, water demand outside of residential use would be limited to irrigation for the proposed landscaping and cleaning communal areas. Water supplied to the Project site would be from the water main connection and as such would not substantially decrease groundwater supplies as the city's Urban Water Management Plan anticipates the City will be able to manage its water supply portfolio to provide adequate water to meet demand through the year 2045.[64] Construction and operation of the Project would not meaningfully affect groundwater recharge such that there would be a discernable net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

c) **Less-than-Significant Impact.** The Project does not propose any alteration to a stream or river course as there are none present. As specified in the Hydrology Report, the Project's stormwater capture and treatment system would be designed to include an underground detention and retention system. The infiltration device will be set vertically lower and separated from the detention chambers. Stormwater flow would route to the infiltration system which will prevent flow from draining to the detention system until flow builds to a certain level, at which point runoff will begin filling the detention chambers. Additionally, routing to the underground infiltration system will take place utilizing a series of ribbon gutters, catch basins, and underground piping around the building. The drainage design will

63 FEMA. 2021. FEMA Flood Map Service Center: Search by Address, 2151 Lockwood Avenue, Oxnard, CA, 93036 – Flood Map 06111C0910E. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id =8b0adb51996444d4879338b5529aa9cd. Accessed September 26, 2023.

64 City of Oxnard. 2021. 2020 Urban Water Management Plan. https://www.oxnard.org/wp-content/uploads/2021/11/Oxnard-2020-Urban-Water-Management-Plan_20211110_w-Appendices.pdf. Accessed December 8, 2023.

meet city of Oxnard and Ventura County criteria for stormwater quality. The onsite runoff would be collected and treated pursuant to MS4 standards. As discussed in detail within the Hydrology Report, under existing conditions, the peak flow runoff during a 100-year flood event is 6.03 cubic feet per second (cfs). With the Project, the undetained developed 100-year conditions would be 16.9 cfs. However, with the Project's proposed stormwater system in place, the 100-year peak flow would be reduced to 5.17 cfs, which is lower than existing conditions. As specified in the Hydrology Report, there are no anticipated substantial changes to drainage patterns in the area from future development but as sites develop and fall under MS4 requirements, drainage patterns in the area would likely improve, as is the case with the Project. Thus, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in on- or off-site flooding or would exceed the capacity of existing or planned stormwater drainage systems. Impacts related to stormwater drainage systems and drainage patterns would be less than significant.

d) **Less-than-Significant Impact.** Based on a review of the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project site is located within a shaded Zone X, meaning it is outside of the 100-year (1%) annual chance floodplain.[65] Nonetheless, the Project's grading design and proposed drainage system are designed in a manner to convey stormwater flows away from structures in a manner to provide protection from flooding pursuant to City of Oxnard, County of Ventura, and FEMA requirements. All buildings will be constructed outside of 100-year storm event flood limits. Therefore, impacts related to flood hazards would be less than significant.

e) **Less-than-Significant Impact.** The Project Site is not located within a Special Flood Hazard Area (100-year floodplain) identified by FEMA. The Project Site is located in an urbanized area and there are no rivers, streams, or other water bodies (natural or urban) that could flood on or through the Project Site. Therefore, the Project would not impede or redirect flood flows. Impacts would be less than significant in this regard.

f) **Less-than-Significant Impact.** Based on a review of the Ventura County Multi-Jurisdictional Hazard Mitigation Plan, Figure 8-2, *Dam Failure Inundation Area Used for Risk Assessment*, the majority of the city of Oxnard, including the Project site, is within a dam inundation area.[66] Although the Project site may be subject to inundation due to a failure of a dam upstream along the Santa Clara River, the probability of dam failure inundation is not known, but such an event would likely be the result of an extreme storm.

The California Division of Safety of Dams periodically checks the conditions of dams so the likelihood of a dam failure is further reduced as remedial action is likely to be

[65] FEMA. 2021. FEMA Flood Map Service Center: Search by Address, 2151 Lockwood Avenue, Oxnard, CA, 93036 – Flood Map 06111C0910E. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id =8b0adb51996444d4879338b5529aa9cd. Accessed September 26, 2023.

[66] Tetra Tech. 2022. Ventura County Multi-Jurisdictional Hazard Mitigation Plan. https://www.readyventuracounty.org/county-plans/. Accessed September 29, 2023.

undertaken prior to dam failure. Given the low likelihood of dam failure, the potential impact due to flooding from dam or levee failure is considered to be less than significant.

g) **No Impact.** As stated in Response 3.7.d, the closest enclosed body of water that could result in earthquake-induced seiche is Lake Piru, which is approximately 28 miles northeast of the Project site. Due to the distance of Lake Piru, potential seiches in the lake would not impact the Project site. Also, the Project site is located approximately 6 miles inland (east) from the Pacific Ocean and is not located within a tsunami hazard area as mapped by the California Department of Conservation (California DOC 2023b). Furthermore, the Project site and surrounding area contain relatively flat terrain and are not subject to mudflows. Therefore, the Project would not be exposed to substantial risk related to inundation by a seiche, tsunami, or mudflow at the Project site.

h) **Less-than-Significant Impact.** Apart from residential use, the Project would require water for on-site landscaping and cleaning and would connect to the existing city potable water main and is not anticipated to deplete groundwater supplies within the city of Oxnard, as additional residential growth was accounted for in the city's 2030 General Plan and 2020 Urban Water Management Plan. Additionally, the Project will be designed in accordance with City of Oxnard and Ventura County criteria for water quality control and sustainable groundwater management such as meeting full MS4 compliance standards for the site. As such, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, implementation of the Project would result in less-than-significant impacts.

3.10 Land Use and Planning

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?	☐	☐	☒	☐
b) Would the project involve land uses that are not allowed under any applicable airport land use compatibility plan?	☐	☐	☒	☐
c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
d) Would the project physically divide an established community?	☐	☐	☐	☒

This section has primarily used the City of Oxnard 2030 General Plan Land Use Element and the Airport Comprehensive Land Use Plan Update for Ventura County to determine impacts to Land Use.

Discussion

a) **Less-than-Significant Impact.** The Project consists of the construction of a five-story, 373,069 sf, mixed-income, multi-family residential development, within one building. As mentioned above, the Project site is zoned as BRP, with an additive AHD zoning designation according to the 2030 General Plan Land Use Element. The intent of the BRP zones is to provide areas for a limited group of professional, administrative, and research and limited manufacturing uses along with limited commercial activities intended to support such uses. Residential uses up to 30 units per acre are permitted in both AHD and AHP zones. Additionally, the intent of AHD zones is to provide opportunities for the development of affordable residential housing to help the city reach its Regional Housing Needs Allocation (RHNA). Upon approval of the zone map amendment, the Project would not conflict with the Project site's zoning designation.

The 2030 General Plan land use goals and policies which are applicable to the Project include:

Goal CD-1: A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.

Policy CD-1.2: Promote the efficient use of larger vacant parcels and vacant areas of the city by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives.

Policy CD-1.5: Promote the development of a variety of housing types throughout the city including apartments, condominiums, lofts, townhomes, and attached and detached single family units.

The Project would be consistent with Goal CD-1 and Policy CD-1.5 as 234 residential units would be introduced, consisting of Studio (18 units), 1-bedroom, 1-bath (86 units); 2-bedroom, 2-bath (106 units), and 3-bedroom, 2-bath (24 units) residential spaces. With regard to Policy CD-1.2, the Project would be considered infill development. While the Project would not include a mix of uses, the proposed residential uses would be located in an area surrounded by commercial and office, thereby providing housing near jobs and promoting walkability to the nearby non-residential uses. As such, no substantial conflict would occur with this policy such that an adverse physical impact to the environment would occur.

The city's Housing Element includes various goals and policies to promote needed housing within the city, including affordable housing. As of February 2022, the city's total remaining RHNA need is 8,442 units in the four income categories; Extremely Low/Very Low (1,833 units), Low (1,058 units), Moderate (1,521 units) and Above Moderate (4,030 units).[67] The RHNA allocation was determined by the city's General Plan with regional oversight by SCAG.

Development of the Project would provide needed infill housing, including affordable housing, as desired by the Housing Element. The Project would conform to the applicable zoning ordinances outlined in the Oxnard City Code for the BRP and AHD zoning districts. The Project would also provide a 20-foot front yard setback and a 30-foot rear yard setback, which would comply with the requirement of a maximum 30-foot front yard setback and exceed the required 20-foot rear setback. Compliance with the Oxnard City Code and General Plan would ensure consistency with applicable land use plans, policies and regulations adopted to avoid environmental effects. Therefore, the Project impacts would be less than significant.

b) **Less-than-Significant Impact.** The Project site is located approximately 2.4 miles west of the Camarillo Airport, 2.9 miles northeast of the Oxnard Airport, 6.7 miles northwest of the Naval Base Ventura County Point Mugu Airport, and 9.6 miles southwest of the Santa Paula Airport. As outlined in the Airport Comprehensive Land Use Plan (ACLUP) for Ventura County,[68] the Project site is located outside of the adopted ACLUPs for all four aforementioned airports.

According to the Ventura County ACLUP, a portion of the Project site is within the Federal Aviation Regulation (FAR) Part 77 Airspace for Camarillo Airport. This is an imaginary surface extending from the airport's runway. An object constitutes an obstruction to navigation if it is 200 feet above ground level or 200 feet above the airport's elevation (whichever is greater) up to 3 miles for runway lengths greater than 3,200 feet from the airport, which is the case with Camarillo Airport. The Project is an acceptable use within

67 City of Oxnard, Housing Element, October 2022, p. D-3, https://www.oxnard.org/wp-content/uploads/2022/10/Oxnard-Housing-Element_October-2022_Clean_Reduced.pdf. Accessed October 29, 2023.

68 Ventura County Airport Land Use Commission. 2000. Airport Comprehensive Land Use Plan Update for Ventura County. https://vcportal.ventura.org/AIRPORTS/docs/document_library/Doc_Airport_LandUse_Plan.pdf. Accessed February 2, 2023.

the FAR Part 77 Airspace and is not located within a Height Restriction Zone. Therefore, the Project is not subject to Section 77.9(a), which requires that construction or alteration of development below 200 feet in height must file notice with the FAA. The Project development would be 67'-6" at its highest point (at the top of the stairs and elevator tower), with an average height of approximately 58'-0" for all building elements, which would not be a hazard to air navigation or require Federal Aviation Administration notification. Therefore, the Project would not involve land uses that are not allowed under any applicable airport land use compatibility plan. Impacts would be less than significant.

c) **No Impact.** According to the City of Oxnard 2030 General Plan EIR, no established or planned Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan exists within the city of Oxnard. Therefore, no impact would occur.

d) **No Impact.** The Project site is currently comprised of a vacant lot and surrounding land uses consists of commercial centers with an outlet center containing various uses, including Cal Lutheran University east of the Project site, medical and general office buildings to the south, and an auto dealership to the west. Per the site's zoning and land use designations, the Project would be consistent with the land uses and zoning designations adjacent to the Project site boundaries. Vehicle access to the site would be provided via two driveway connections to Lockwood Street, allowing full access to the Project site. In addition, necessary roadway improvements (curb, gutter, sidewalks, etc.) would be required along the frontage adjacent to Lockwood Street, as well as pedestrian facilities to connect the Project to regional and neighborhood services (such as commercial and medical services). The Project would not require the construction of any new infrastructure, such as an interstate highway or railroad tracks, and would not divide an established community nor remove any means of access. Therefore, the Project would not result in a physical division of an established community or adversely affect the continuity of land uses in the Project vicinity, and no impact would occur.

3.11 Mineral Resources

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project result in the loss of availability of a known mineral resource of value to the region or state?	☐	☐	☒	☐
b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated in the 2030 General Plan or other adopted land use plan?	☐	☐	☒	☐

This section has used the City of Oxnard General Plan Background Report and the City of Oxnard 2030 General Plan to determine impacts to Mineral Resources.

Discussion

a) **Less-than-Significant Impact.** Based on a review of the City of Oxnard General Plan Background Report, the Project site is designated as Mineral Resource Zone (MRZ) MRZ-3.[69] The MRZ-3 Zone includes areas containing mineral deposits, the significance of which cannot be evaluated from available data. Although the Project site could include significant mineral deposits, there are no mining activities within the Project site, and the existing urban development within the Project area impedes the potential to economically mine in this area. Therefore, the Project would not result in the loss of availability of important mineral resources. Impacts to mineral resources would be less than significant.

b) **Less-than-Significant Impact.** The Project site is not designated as a locally important mineral resource or a mineral resource recovery area.[70] Therefore, the implementation of the Project would not impact a locally important mineral resource recovery site. Impacts to mineral resources would be less than significant.

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[69] City of Oxnard. 2006. City of Oxnard General Plan: Draft Background Report. https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/. Accessed September 14, 2023.

[70] City of Oxnard. 2014. City of Oxnard 2030 General Plan Map. https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/. Accessed September 14, 2023.

3.12 Noise

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) Would the project expose non-human species to excessive noise?	☐	☒	☐	☐

The main noise generators within the city consist of vehicular traffic along the US-101 Ventura Freeway, other major roadways, the Oxnard Airport, the Union Pacific Railroad line, and a variety of stationary noise sources. The highest noise levels are adjacent to the US-101 Ventura Freeway. The City of Oxnard 2030 General Plan defines sensitive receptors as residential areas, hospitals, child and daycare facilities, convalescent homes and facilities, schools, and other similar land uses. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with their use. Additionally, increased noise levels occur along major arterials including Victoria Avenue, Channel Islands Boulevard, Ventura Road, and Oxnard Boulevard. A Noise Study was prepared for the Project by Meridian Consultants which formed the basis for the analysis within this section, see **Appendix I** of this IS/MND.[71] This section also includes additional typical noise information provided below by ESA so that the definition and metrics of noise can be understood by the reader.

Discussion

a) **Less-than-Significant Impact.** Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions, or atmospheric factors affecting the

[71] Meridian Consultants. 2023. Noise Study - Lockwood Development 3 Project. October 2023.

propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude, with audible frequencies of the sound spectrum ranging from 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum. The typical human ear is not equally sensitive to this frequency range. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering, or weighting, is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.

An individual's noise exposure is a measure of noise over a period of time; a noise level is a measure of noise at a given instant in time. However, noise levels rarely persist at one level over a long period of time. Rather, community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many of the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time, which are applicable to the Project.

L_{eq}: The equivalent sound level, is used to describe noise over a specified period of time in terms of a single numerical value; the L_{eq} of a time-varying signal and that

of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded a percentage of a specified time period. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10 p.m. and 7 a.m. to account nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7 p.m. and 10 p.m. and after an addition of 10 dBA to noise levels between the hours of 10 p.m. and 7 a.m. to account for noise sensitivity in the evening and nighttime, respectively. CNEL and L_{dn} are close to each other, with CNEL being more stringent and generally 1 dBA higher than L_{dn}.

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities.

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those

hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[72]

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived.
- Outside of the laboratory, a 3 dBA change in ambient noise levels is considered to be a barely perceivable difference.
- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the dB scale. The human ear perceives sound in a non-linear fashion; therefore, the dBA scale was developed. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions.

When noise propagates over a distance, the noise level decreases with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading." Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (i.e., reduce) at a rate between 6 dBA, for acoustically "hard" sites, and 7.5 dBA for "soft" sites for each doubling of distance from the reference measurement, as the noise energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet). Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces, or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, provides an additional ground attenuation value of 1.5 dBA (per doubling distance), a geometric spreading.[73]

The City of Oxnard has promulgated noise ordinances, but it currently does not have adopted standards, guidelines, or thresholds relative to construction noise.[74] As such, available guidelines from the Federal Transit Authority (FTA) were considered to assess noise impacts

[72] California Department of Transportation (Caltrans). 2013. Technical Noise Supplement (TeNS). September 2013. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf. Accessed October 25, 2023.

[73] California Department of Transportation (Caltrans). 2013. Technical Noise Supplement (TeNS). September 2013. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf. Accessed October 25, 2023.

[74] City of Oxnard City Code Chapter 7, Article XI Sound Regulation. https://codelibrary.amlegal.com/codes/oxnard/latest/oxnard_ca/0-0-0-33083. Accessed December 9. 2023.

due to construction. According to the FTA's General Construction Noise Criteria, daytime and nighttime thresholds for residential, commercial, and industrial land uses are considered reasonable criteria for use in accessing the potential for adverse community reaction to noise generated by construction activities. The FTA's construction noise criteria for residential uses are 90 dBA (Leq-1 hour) during the daytime and 80 dBA (Leq-1 hour) during the nighttime period. Additionally, construction noise thresholds for commercial and industrial uses are 100 dBA (Leq-1 hour) during both the daytime and nighttime periods.

Construction activities typically generate noise from the operation of equipment within the Project Site that is required for the construction of various facilities. Noise impacts from on-site construction equipment as well as the on-site staging of construction trucks were evaluated by determining the noise levels generated by different types of construction activity and calculating the construction-related noise level at nearby noise-sensitive receptor locations. Actual construction noise levels would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment. The Noise Study, Appendix I, analyzes an inventory of construction equipment, including the number and types of equipment, which would be operating simultaneously within the Project site. Construction equipment was identified for each phase/component of construction and shown in **Table 9**. It is highly unlikely that all pieces of construction equipment identified in Table 9 would operate simultaneously in any specific location during construction because equipment is generally operated only when needed and space constraints limit the equipment that can be used at any one time in a specific location. Therefore, this modeling is considered a conservative approach to calculate the maximum noise levels that would be generated with all pieces of equipment for each phase occurring simultaneously.

TABLE 9
SUMMARY OF CONSTRUCTION PHASES AND EQUIPMENT

Construction Phase	Equipment (number of equipment units)
Site Preparation	Rubber Tired Dozer (3), Tractors/Loaders/Backhoes (4)
Grading	Excavators (1), Graders (1), Rubber Tired Dozers (1), Tractors/Loaders/Backhoes (3)
Building Construction	Cranes (1), Forklifts (3), Generator Sets (1), Tractors/Loaders/Backhoes (3)
Paving	Pavers (2). Paving Equipment (2), Rollers (1)
Architectural Coating	Air Compressors (1)

SOURCE: Meridian Consultants, *Noise Study - Lockwood Development 3 Project*, October 2023.

Table 10 provides estimated construction noise levels for each construction phase at each of the receptors in the vicinity of the Project Site. Construction equipment operates at its noisiest levels for certain percentages of time during operation. During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. To characterize construction-period noise levels, the average noise level (hourly Leq) associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with

multiple pieces of equipment operating simultaneously. Due to the size of the site (5.17 acres) and the number of pieces of equipment assumed for each construction phase, the combined noise levels for each construction phase are anticipated to occur at the center of the Project site. Therefore, the distance between each receptor and the construction site is measured from the center of the Project site.

TABLE 10
ESTIMATED CONSTRUCTION NOISE LEVELS AT EXISTING OFF-SITE SENSITIVE RECEPTORS

Noise-Sensitive Receptor	Construction Phases	Distance between Nearest Receptor and Construction Site	Estimated Construction Noise Levels at Noise Sensitive Receptor by Construction Phase,[a,b] Leq-1 Hour (dBA)
1. 1902 Outlet Center Drive Medical Office Building 1	Site Preparation	948 feet	**75.5**
	Grading		**75.2**
	Building Construction		**72.8**
	Paving		**68.9**
	Architectural Coating		**57.2**
	Significance Threshold (Commercial)		**100.0**
	Exceeds Significance Threshold?		**No**
2. 2024 Outlet Center Drive Medical Office Building 2	Site Preparation	765 feet	**74.9**
	Grading		**74.6**
	Building Construction		**72.7**
	Paving		**68.3**
	Architectural Coating		**57.1**
	Significance Threshold (Commercial)		**100.0**
	Exceeds Significance Threshold?		**No**
3. 1900 Outlet Center Drive Medical Office Building 3	Site Preparation	949 feet	**76.0**
	Grading		**75.7**
	Building Construction		**73.6**
	Paving		**69.4**
	Architectural Coating		**58.0**
	Significance Threshold (Commercial)		**100.0**
	Exceeds Significance Threshold?		**No**
4. 2211 E. Gonzales Road, Pacific Senior Living	Site Preparation	1,099 feet	**73.1**
	Grading		**72.8**
	Building Construction		**70.5**
	Paving		**66.5**
	Architectural Coating		**54.9**
	Significance Threshold (Residential)		**90.0**
	Exceeds Significance Threshold?		**No**

Noise-Sensitive Receptor	Construction Phases	Distance between Nearest Receptor and Construction Site	Estimated Construction Noise Levels at Noise Sensitive Receptor by Construction Phase,[a,b] Leq-1 Hour (dBA)
5. 2201 Outlet Center Drive, Cal Lutheran University	Site Preparation	246 feet	**87.1**
	Grading		**86.8**
	Building Construction		**81.8**
	Paving		**80.5**
	Architectural Coating		**66.2**
	Significance Threshold (Commercial)		**100.0**
	Exceeds Significance Threshold?		**No**

SOURCE: Meridian Consultants, Lockwood Development 3 Project, October 2023.

a. Estimated construction noise levels represent the worst-case condition when noise generators are located closest to the receptors.
b. Estimated construction noise levels represent the worst-case condition when all pieces of equipment are operating simultaneously.

Table 10 presents the maximum noise impacts that are forecasted to occur at the nearest receptor site (Receptor 5). As shown, the estimated construction noise levels would not exceed 100 dBA (Leq-1hour) for the existing surrounding commercial uses and 90 dBA (Leq-1hour) for existing residential uses. As such, construction noise impacts would not be considered significant.

City of Oxnard Noise Ordinance

In accordance with Section 7-188 of the city's Municipal Code, sound sources associated with or created by construction, repair, remodeling or grading of any real property are exempt, provided the activities occur between the hours of 7 a.m. and 6 p.m. on weekdays and Saturday. Because the Project would include construction activities between the hours of 7 a.m. and 4:30 p.m. on weekdays and Saturday, the construction noise levels are considered less than significant.

City of Oxnard Safety & Hazards Element

The Safety & Hazards Element includes noise policies. The applicable policies are related to construction and operational noise.[75] The following noise policies are applicable to the Project:

> **SH-6.1: Construction Noise Control** – Provide best practices guidelines to developers for reducing potential noise impacts on surrounding land uses.

As described above, noise levels associated with construction activities at the nearest residences would be below the normally acceptable Community Noise Exposure standards for single- and multi-family residences. Therefore, construction activities would not require best practices to reduce anticipated construction noise.

[75] City of Oxnard. 2022. 2030 General Plan. Adopted October 2011. Amended December 2022. https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/. Accessed October 25, 2023.

> **SH-6.2: Limiting Construction Activities** – Continue to limit construction activities to the hours of 7 a.m. to 7 p.m., Monday through Saturday. No construction shall occur after hours, on Sundays, or on national holidays without permission from the city.

As described above, construction activities would be limited to the hours between 7 a.m. and 4:30 p.m. on weekdays, including Saturday. Therefore, the Project would be consistent with this policy.

> **SH-6.4: New Development Noise Compatibility** – Require that proposed development projects not generate more noise than that classified as "satisfactory" based on CEQA Thresholds of Significance on nearby property.

As described below in Response 3.12 d) below, the Project includes features such as a masonry wall along the northern boundary and attenuation features for the proposed patios and balconies to ensure that outdoor living areas do not exceed the city's 65 dBA exterior noise level standard. Therefore, the Project would be consistent with this policy.

> **SH-6.9: Minimize Noise Exposure to Sensitive Receptors** – Prohibit the development of new commercial, industrial, or other noise generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, child and daycare facilities, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA.

As described above, the Project includes construction of residential development and not development of commercial or industrial uses. Therefore, the Project would be consistent with this policy.

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. However, the noise levels generated by these equipment types would not be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. Further, HVAC equipment would be mechanically screened to ensure compliance with the City of Oxnard Municipal Code, Section 16-168. Additionally, the City of Oxnard sound standards for HVAC equipment are discussed in Section 7-189. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would be designed to not exceed the ambient noise levels allowable by the City of Oxnard Municipal Code, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. The Project's noise impact to nearby receivers from HVAC equipment would be less than significant.

b) **Less-than-Significant Impact.** Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. The motion may be discernible outdoors, but without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, the rattling of items

moving on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings that are radiating sound waves.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earth-moving equipment), steel-wheeled trains, and occasional traffic on rough roads.[76] Problems with groundborne vibration and noise from these sources are usually localized.

Impacts due to construction activities are evaluated by identifying the vibration sources (i.e., construction equipment), measuring the distance between vibration sources and surrounding structure locations, and providing a significance determination based on established criteria. The city currently does not have adopted standards, guidelines, or thresholds relative to ground-borne vibration. As such, available guidelines from the FTA were considered to assess impacts due to ground-borne vibration during construction. The FTA criteria for human annoyance is 78 VdB during the daytime (7:00 am to 10:00 pm) for residential uses, 84 VdB for offices or similar uses not sensitive to vibration, and 90 VdB for uses characterized as workshops and similar areas not sensitive to vibration. As shown below, construction activities on the Project site will not result in human annoyance impacts. Because the construction activities would not cause substantial human annoyance, a structural vibration impact analysis was not warranted.

Project construction equipment would generate ground vibration. Based on typical construction equipment vibration levels provided by the FTA, the forecasted vibration levels (seen in **Table 11**) of on-site construction activities would range from 15 VdB to 87 VdB. As shown in Table 11, project construction equipment would not exceed the residential significance threshold of 78 VdB at the nearest residential use, the office significance threshold of 84 VdB would not be exceeded at the nearby office uses, and the workshop significance threshold of 90 VdB would not be exceeded for the adjacent Cal Lutheran University satellite campus. Impacts related to human annoyance from on-site construction vibration would not be considered significant.

[76] California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf. Accessed October 25, 2023.

TABLE 11
TYPICAL VIBRATION VELOCITIES FOR PROJECT CONSTRUCTION EQUIPMENT

Nearest Off-Site Building Structures	Approximate VdB						Significance Threshold (VdB)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jackhammer	Small Bulldozer		
1902 Outlet Center Drive Medical Office Building 1	87	79	79	78	71	50	84	No
2024 Outlet Center Drive Medical Office Building 2	53	46	46	44	37	16	84	No
1900 Outlet Center Drive Medical Office Building 3	57	49	49	48	41	20	84	No
2211 E. Gonzales Road, Pacific Senior Living	53	44	45	44	37	16	78	No
2201 Outlet Center Drive, Cal Lutheran University	52	44	44	43	36	15	90	No

Additionally, Project operations would not include use of heavy machinery or equipment that would generate significant vibration. During Project operations, resident vehicles accessing the Project site would result in nominal increases in the typical vibration levels that are experienced from daily vehicles traveling along adjacent roadways. Therefore, the Project would not generate excessive groundborne noise or vibration that would affect sensitive receivers and would have a less-than-significant impact.

c) **Less-than-Significant Impact.** The implementation of the Project would result in temporary and periodic increases in noise levels. As discussed above, temporary noise levels would occur during construction activities associated with the Project. As a worst-case assumption, noise levels at the nearest residential use would not exceed the 90 dBA construction noise criteria for residences during the daytime. In addition, as discussed above, the City considers construction activities significant if construction noise occurs outside the Noise Ordinance timing restriction. Because the Project would include construction activities within the allowed times of day, the Project would result in a less-than-significant temporary noise impact.

d) **Less-than-Significant Impact.** The implementation of the Project would result in the placement of residences adjacent to U.S. 101 and its traffic noise levels. In addition, the Project would increase traffic noise levels on the surrounding roadway network. For the placement of the proposed residences adjacent to U.S. 101, specific numerical noise criteria are not included in the 2030 General Plan but are referenced in the General Plan Background Report.[77] The California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. As shown in Table 4 of the Noise Study in

[77] City of Oxnard. 2006. Draft Background Report. April 2006. https://www.oxnard.org/wp-content/uploads/2016/08/OxnardDraftBackgroundReport2006_04.21.06.pdf. Accessed October 25, 2023.

Appendix I, normally acceptable noise levels for residential multi-family uses are 65 dBA CNEL or less.

U.S. 101 Vehicular Noise Level Impacts on Proposed Resident

The primary off-site noise source in the Project area is vehicular traffic along U.S. 101 Freeway. Motor vehicle noise is a concern because it is characterized by a high number of individual events that often create sustained noise levels. Ambient noise levels are expected to be highest during the morning and afternoon rush hours unless congestion slows speeds substantially. To determine ambient noise levels in the Project area, noise-level monitoring was conducted by Meridian Consultants between August 1 and August 2, 2022, at the northeast corner of the Project site, as shown in Figure 3 of the Noise Study in Appendix I.

The ambient noise level during the 24-hour noise monitoring period at the Project site was 77.4 dBA CNEL. The noise level from vehicular traffic on U.S. 101 would decrease as the receptor is located further away from the traffic. The Project includes a multiple-family residential structure with outdoor living areas (patios and/or balconies). The city's standard for outdoor living areas is 65 dBA CNEL or less as stated above. To reduce noise levels on the Project site, the Project includes an 8-foot high masonry wall with evergreen vine along the northern property line adjacent to U.S. 101. Additionally, the outdoor living areas (patios and/or balconies) on the 2nd through 5th floors of the multiple family residential structure that are positioned facing towards the U.S. 101 Freeway between 160 feet and 180 feet to the freeway centerline would include a 42-inch solid wall railing. Each of the patios and/or balconies on the 2nd floor would include an 8-inch glazing on top of the solid wall railing and the outdoor living areas positioned facing towards the U.S.-101 Freeway would be attenuated to be below the maximum exterior standard of 65 dBA CNEL. As such, the Project would adhere to the city's exterior standard for outdoor living areas such as the patios and/or balconies. No mitigation is required.

Project Traffic Noise Impacts

To determine the traffic noise impacts on uses in the vicinity of the Project site, existing traffic noise levels need to be identified. If a project results in a traffic noise increase of 3 dBA above ambient noise levels along existing roadways, a project would result in a significant noise increase. Existing roadway noise levels were calculated along various roadway segments near to the Project site based on the existing traffic volumes identified in the Traffic Study in **Appendix J**. In addition, to determine the existing plus Project traffic noise levels, the Traffic Study distributed Project traffic to the surrounding roadway network and calculated the total traffic volumes associated with existing plus Project conditions. Roadway noise attributable to the Project development was calculated based on the traffic volumes in the Traffic Study. **Table 12** shows the existing and existing plus Project traffic noise levels along the surrounding roadways.

As shown in Table 12, the maximum noise level increase along the analyzed roadways is calculated as 0.1 dBA CNEL along Rice Avenue north of U.S. 101 Southbound Ramp and

North of Gonzales Road, along Gonzales Road east of Solar Avenue, East of Lombard Street, and East of Rose Avenue. Consequently, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than the significance threshold of 3.0 dBA. Thus, the Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project site in excess of the city's Noise Element and Noise Ordinance Vehicular related noise impacts associated with the Project would be less than significant.

TABLE 12
OFFSITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

	Existing CNEL (dBA) at Referenced Distances from Roadway		
Roadway Segment	**Existing**	**Existing + Project**	**Difference**
Rice Avenue			
n/o US Highway 101 NB Ramp	65.3	65.3	0.0
s/o US Highway 101 NB Ramp	67.8	67.8	0.0
n/o US Highway 101 SB Ramp	68.6	68.7	0.1
s/o US Highway 101 SB Ramp	69.6	69.6	0.0
n/o Gonzales Road	69.5	69.6	0.1
s/o Gonzales Road	68.5	68.5	0.0
Gonzales Road			
w/o Rice Avenue	65.6	65.6	0.0
e/o Solar Avenue	65.7	65.8	0.1
w/o Solar Avenue	65.0	65.0	0.0
e/o Lombard Street	64.8	64.9	0.1
w/o Lombard Street	65.6	65.6	0.0
e/o Williams Drive	65.5	65.5	0.0
w/o Williams Drive	65.5	65.5	0.0
e/o Rose Avenue	65.4	65.5	0.1
w/o Rose Avenue	67.1	67.1	0.0
Rose Avenue			
n/o US Highway 101 NB Ramp	66.3	66.3	0.0
s/o US Highway 101 NB Ramp	66.6	66.6	0.0
n/o US Highway 101 SB Ramp	67.6	67.6	0.0
s/o US Highway 101 SB Ramp	68.2	68.2	0.0
n/o Lockwood Street	68.5	68.5	0.0
s/o Lockwood Street	67.5	67.5	0.0
n/o Gonzales Road	67.7	67.7	0.0
s/o Gonzales Road	67.2	67.2	0.0

SOURCE: Meridian Consultants 2023.
NOTES: s/o = south of; e/o = east of; n/o = north of; w/o = west of

e) **Less-than-Significant Impact.** There are no public airports or private airstrips within 2 miles of the Project site. The Project site is located approximately 2.4 miles west of Camarillo Airport and 2.9 miles northeast of Oxnard Airport. As the Project site is over 2 miles from the nearest airport, the Project would not expose people to excessive airport noise levels. Therefore, less than significant aircraft noise impacts would occur.

f) **Less than Significant with Mitigation Incorporated.** The Project could increase noise levels for nesting bird species in the Project vicinity during construction. This increase in noise could result in a significant noise impact to nesting birds. As specified within the Biological Resources section of this IS/MND, if construction activities take place within an established biological buffer, steps shall be taken to reduce indirect effects to nesting activity by actively reducing construction noise within proximity to a presumed nest location and/or installing temporary construction noise barriers. If the reduction of noise is not feasible, construction activities shall be postponed until the nest is deemed inactive and/or the breeding season has concluded. With the implementation of **Mitigation Measure BIO-1** for nesting birds, potential impacts to nesting birds would be reduced to less than significant.

3.13 Population, Education, and Housing

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) 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?	☐	☐	☒	☐
b) Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?	☐	☐	☒	☐
c) Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
d) Would the project result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or city standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
e) Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	☐	☐	☒	☐
f) Would the project directly or indirect interfere with the operation of an existing or planned school?	☐	☐	☐	☒

This section has used City of Oxnard 2030 General Plan and SCAG projections for population growth to determine whether the increase in population would be beyond that envisioned in the projections for population, housing and school district attendance.

Discussion

a) **Less than Significant Impact.** The Project consists of the construction of a five-story, mixed-income multi-family residential development within one building. The construction of the Project does not require a general plan amendment and would not increase population beyond that projected in the 2030 General Plan. However, the Project would increase the residential population within the city of Oxnard and the Project vicinity. Based on the city average of 3.9 persons per household, the proposed addition of 234 units would generate an increase of approximately 912 residents, but this would be a nominal increase (2.8 percent) when compared to the SCAG estimates that the population of Oxnard will increase by 32,100 residents between 2016 and 2045.[78] Therefore, the Project would result in less than significant impacts.

[78] Southern California Association of Governments. 2020. Connect SoCal: Demographics and Growth Forecast. https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020. Accessed September 15, 2023. Also see: Southern California Association of Governments, 2021. Pre-Certified Local Housing Data for the City of Oxnard, updated April 2021. https://scag.ca.gov/sites/main/files/file-attachments/oxnard-he-0421.pdf?1620772960#:~:text=This%20chart%20illustrates%20the%20range%20of%20household%20sizes,commonly%20occuring%20household%20is%20of%20four%20people%20%2818.9%25%29. Accessed September 19, 2023.

b) **Less than Significant Impact.** The Project consists of the construction of a mixed-income multi-family residential development consisting of 234 residential units, including 30 low-income level units and 8 very low-income level units. Based on the city average of 3.9 persons per household, the proposed addition of 234 units would generate an increase of approximately 912 residents. Based on the estimated 2020 citywide population of 206,352 residents, the addition of 912 residents would increase Oxnard's population by approximately 0.4 percent. The addition of 234 residential units would also increase the number of households in the city by approximately 0.4 percent.

With regard to future growth, according to the SCAG 2020–2045 RTP/SCS, the forecasted population of the city of Oxnard will increase by 32,100 residents and generate 15,000 new jobs between 2016 and 2045.[79] Based on the 2020 estimates of population and housing for the city of Oxnard and Ventura County as a whole, Oxnard accounts for approximately 25 percent of the countywide 2020 population of 842,886 persons and approximately 291,210 households. The Project would result in 2.8 percent of the expected city population growth.

The Project's increase in population is not expected to induce substantial growth (i.e., additional population or housing growth) within the city. Therefore, the Project's potential for growth-inducing impacts would be less than significant.

c) **No Impact.** As mentioned above, the Project Site is currently vacant, and construction of the Project would not occur on a site that currently contains housing. Therefore, the implementation of the Project would result in no impact on existing housing.

d) **No Impact.** As stated above, construction of the Project would occur on a site that does not contain any existing housing. Therefore, implementation of the Project would result in no impact on existing housing, including existing affordable housing units.

e) **Less than Significant Impact.** As stated above, construction of the Project is estimated to result in a total of 912 new residents. The City of Oxnard 2030 General Plan introduces potential locations of public primary and secondary schools for the Rio, Oxnard, Ocean View, Hueneme, and Oxnard High School Districts.[80] However, the proposed locations do not commit the districts to develop schools at these sites nor limit their options at other sites throughout the city (2030 General Plan). The Project site is located within the Rio

[79] Southern California Association of Governments. 2020. Connect SoCal: Demographics and Growth Forecast. https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020. Accessed September 15, 2023. Also see: Southern California Association of Governments, 2021. Pre-Certified Local Housing Data for the City of Oxnard, updated April 2021. https://scag.ca.gov/sites/main/files/file-attachments/oxnard-he-0421.pdf?1620772960#:~:text=This%20chart%20illustrates%20the%20range%20of%20household%20sizes,commonly%20occuring%20household%20is%20of%20four%20people%20%2818.9%25%29. Accessed September 19, 2023.

[80] City of Oxnard. 2014. City of Oxnard 2030 General Plan Map. https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/. Accessed September 15, 2023.

School District (K–8)[81] and the Oxnard Union High School District (9–12).[82] The nearest existing primary school to the Project site is the Rio Rosales Elementary School, located approximately 0.9 miles south. The closest secondary school to the Project site is the Rio Del Valle Middle School, located approximately 2 miles northwest.[83] The nearest high school is Pacific High School located approximately 1.1 miles southwest. Based on a review of the student generation rates for the Rio School District[84] and Oxnard Union High School District, the proposed 234 multiple family residential units would generate approximately 41 K–5 students (234 x 0.174), 14 6–8 students (234 x 0.061), and 14 9–12 students (234 x 0.06).

As required by Senate Bill (SB) 50, payment of SB 50 fees in accordance with the school districts' established fees by the applicant is required and is considered by the State, City, and districts to represent full mitigation to all potential impacts to school services and facilities. With the payment of these fees, the Project's demand for new or altered school facilities and services would be fully mitigated. As such, development of the Project would result in less-than-significant school facility impacts.

f) **No Impact.** In the project area, public primary and secondary education is provided by the Rio School District and Oxnard Union High School District. The nearest existing schools to the Project site are Rio Rosales Elementary School, located approximately 0.9 miles south, and Rio Del Valle Middle School, located approximately 2 miles northwest. The nearest high school is Pacific High School located approximately 1.1 miles southwest. Due to the distance of the schools from the Project site, implementation of the Project would not directly or indirectly interfere with the operation of any of the existing schools and would not interfere with planned schools within both school districts.

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81 California Department of Education, Number of Classes by Subject 2018-29, 5672561 Rio Lindo School District, https://dq.cde.ca.gov/dataquest/CourseReports/ClassesBySubject.aspx?Filter=A&TheYear=2018-19&cChoice=DstNumCl1&cTopic=Course&cLevel=District&CDSCode=56725610000000. Accessed September 19, 2023.

82 Oxnard Union High School District. 2022. Developer Fee Justification Study. https://resources.finalsite.net/images/v1660306571/oxnardunionorg/yqyuopnjwfydlpltmioh/OxnardUHSD-DevFeeReport2022.pdf. Accessed November 1, 2023.

83 Rio School District, My School Locator, 2023. https://locator.pea.powerschool.com/?StudyID=196059. Accessed September 19, 2023.

84 Rio School District. 2018. Developer Fee Justification Study & School Facilities Needs Analysis. https://rioschools.org/wp-content/uploads/2018/10/RioSD_DEVFEE_2018-Final1-1.pdf. Accessed November 1, 2023, and Rio School District, Initial Study, Proposed Rio del Valle Middle School Existing Campus Expansion, County of Ventura, CA. https://files.ceqanet.opr.ca.gov/279185-2/attachment/LDOpngHla_-GMgPoPtGG8uBizkyZAa2l0MPoWsTGW4aPgrPVx9MQyoym5hMr_KBOYPT876xFuCuGBM0-0. Accessed October 30, 2023.

3.14 Public Services and Recreation

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) 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?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	☐	☐	☒	☐
d) 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?	☐	☐	☐	☒

This section has reviewed the location of fire departments, police departments, parks and libraries and has used estimated population projections to determine impacts on public services and recreation facilities.

Discussion

a) **Less-than-Significant Impact.** The proposed mixed-income multi-family residential development would be served by City of Oxnard Fire Department Station 5. This fire station is at 1450 East Colonia Road, which is located approximately 1.9 miles southwest of the Project site; this station is equipped with an Engine 65 and Light and Air 65 (coming soon).[85,86] As discussed in Section 3.13, *Population, Education, and Housing*, the Project would generate a total of 912 new residents, which would result in less than 3 percent of expected city population growth.

The Project would be required to comply with the 2019 California Fire Code, Titles 19 and 24 of the California Code of Regulations, the 2022 California Building Code, Chapter 14-sections 14-21 through 14-26 of the Oxnard City Code, and the National Fire Protection Associated (NFPA) Standards, including 2016-NFPA 13 for Fire Sprinklers and 2016-NFPA 72 for Alarm Systems, which would enhance fire safety and support fire protection services. The Project would not require the addition of a new fire station or modifications to an existing fire station to serve the Project site. Therefore, the Project impact on fire protection services would be less than significant.

[85] City of Oxnard. 2023a. City of Oxnard Fire Department, Fire Station Locations. Fire Station Locations | Fire Department – City of Oxnard. Accessed October 4, 2023.

[86] City of Oxnard, 2023b. City of Oxnard, Fire Station 5 Information, https://www.oxnard.org/fire-station-5/. Accessed October 4, 2023.

b) **Less-than-Significant Impact.** The Project site is located approximately 3.3 miles northeast of the City of Oxnard Police Department, which is located at 251 S. C Street. The Project is within Neighborhood Policing Beat 12.[87] As stated above, the Project would generate a total of 912 new residents, which would result in less than 3 percent of the expected city population growth. The proposed Project would not require the addition of a new police station or modifications to an existing police station to serve the Project site. Additionally, the Project would incorporate alarm and video surveillance systems, which would ensure the safety of its residents and visitors. Therefore, the Project would have less-than-significant impacts on police protection services.

c) **Less-than-Significant Impact.** As stated above, the Project would generate a total of 912 new residents, which would result in less than 3 percent of the expected city population growth. The closest city park is East Village Park, located at 2051 Jacinto Drive, approximately 1.1 miles south of the Project site. The second closest city park is West Village Park, located at Cesar Chavez Drive and Teresa Street, approximately 1.3 miles southwest of the Project site. Additionally, the Project would provide approximately 34,304 SF of interior yard space, 32,963 SF of additional amenity space, and 57,033 SF of landscaping, as discussed in Table 1. Therefore, the Project would not create a significant influx of new residents requiring public services such as parks or create a substantial increase in the demand for park facilities. As such, the Project would not result in the physical deterioration of existing park facilities or require new or expanded park facilities. Less-than-significant impacts would occur.

d) **No Impact.** As stated above, the Project would generate a total of 912 new residents, which would result in less than 3 percent of expected city population growth. The Project would be served by the Colonia Public Library, located at 1500 Camino del Sol, approximately 1.8 miles south of the Project site, and the Oxnard Public Library-Main, located at 251 S. A St, approximately 3.2 miles southwest of the site. The Colonial and the Oxnard Public libraries both provide internet access, borrower services, meeting and study rooms, resource and database browsing, job and career information, kids zone, and educational programs.[88] The Project would also provide a multi-purpose room and a community room with internet access for residents to enjoy. Therefore, the Project would not create a substantial increase in the demand for libraries or other community facilities. As such, the Project would not result in a substantial physical deterioration of existing libraries or other community facilities. No impact would occur.

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87 City of Oxnard. 2023c. Oxnard Police Department, Neighborhood Policing Beat Coordinator Map. https://sites.google.com/oxnardpd.org/2020-beat-map/police-beat-map. Accessed February 1, 2023.

88 City of Oxnard, 2023d. Oxnard Public Library's Mission. https://www.oxnard.org/library/about-the-library/. Accessed October 4, 2023.

3.15 Transportation and Circulation

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Would the project result in inadequate emergency access?	☐	☐	☒	☐

The analysis in this section is based on the information provided in the Revised Traffic and Circulation Study (TS)[89] prepared for the Project by Associated Transportation Engineers (ATE) on September 19, 2023, and contained in Appendix J of this IS/MND.

Discussion

a) **No Impact.** The TS prepared for the Project estimated that the Project would generate 1,175 average daily vehicle trips, consisting of 913 trips for the multi-family units and 262 trips for the affordable housing, on the roadways surrounding the Project site.[90] This increase in the number of trips associated with the Project would not conflict with the existing General Plan Circulation Element[91] because the roadways planned within the Circulation Element assumed a greater number of trips generated from the Project site than from this particular Project. The assumed General Plan land use for the site was a factory outlet center, as discussed in the TS, and the center would generate approximately 2,000 more daily trips than the Project. Therefore, the implementation of the Project would not impact the city's planned roadways in a way contrary to the Circulation Element.

The City of Oxnard is served by Gold Coast Transit. The Project site is served by several bus routes located in the project vicinity. The #4A Route (North Oxnard) and the #4B Route (North Oxnard) operate daily providing fixed bus service on Gonzales Road in the vicinity of the site. During the peak commute hours, the #4A Route and #4B Route operate with 45-minute and 25-minute headways, respectively. The #15 Route (Esplanade − El Rio − St. Johns Medical Center), the #17 Route (Esplanade – St. Johns Medical Center – Oxnard College), and #19 Route (OTC – 5th – Gonzales Road) also operate daily providing fixed bus service on Gonzales Road in the vicinity of the site. During the peak commute hours, the #15 Route, #17 Route, and #19 Route operate with 50-minute, 30- to 45-minute, and 60-minute headways, respectively. Existing bus stops with benches are located on both

89 Associated Transportation Engineers (ATE). 2023. Revised Traffic Study. September 19, 2023.

90 Associated Transportation Engineers (ATE). 2023. Revised Traffic Study. September 19, 2023.

91 City of Oxnard. 2011. City of Oxnard 2030 General Plan Goals & Policies. https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/. Accessed October 9, 2023.

sides of Gonzales Road and Rose Avenue, less than 0.5 miles from the Project site. Future Project residents could access these bus routes. The Project would not affect the operation of these transit routes.

Currently, there are pedestrian facilities (crosswalks and sidewalks) located along Lockwood Street and Outlet Center Drive in the project area. The pedestrian facilities connect the Project to commercial and medical facilities east, west, and south of the Project site. The nearest pedestrian crosswalks across Gonzales Road are provided at the Outlet Center Drive signalized intersection. The nearest pedestrian crosswalks across Rose Avenue are provided at the Lockwood Street signalized intersection. Striped pedestrian crosswalks, sidewalk access ramps, and pedestrian call buttons are provided at the Gonzales/Outlet Center Drive and Rose Avenue/Lockwood Street intersections. The Project would not have an adverse effect on the existing pedestrian facilities.

The Project site is served by the City of Oxnard Bikeway System.[92] The existing bicycle facilities located in the Project vicinity consist of Class II bike lanes along Gonzales Road, Rose Avenue, Solar Drive, and a portion of Lockwood Street east of Outlet Center Drive. These Class II bike lanes connect the Project to commercial and employment areas east and west of the Project site. The portion of Lockwood Street adjacent to the Project site is identified as a future Class II bike lane facility in the City of Oxnard Bicycle & Pedestrian Facilities Master Plan.[93] In addition to the on-street facilities, the Project would include the provision of onsite bicycle storage and bike racks. The Project would not have an adverse effect on the existing bicycle facilities.

b) **Less-than-Significant Impact.** Section 15064.3, which describes specific considerations for evaluating a project's transportation impacts under CEQA, was recently added to the State CEQA Guidelines. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of Level of Service (LOS) analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections. Section 15064.3(c) states that a lead agency shall be governed by the provisions of Section 15064.3 by July 1, 2020. Since the City of Oxnard has not yet established VMT-based criteria for measuring transportation impacts, the VMT analyses presented for the Project was developed using VMT data presented in the recently updated Ventura County Transportation Commission (VCTC) traffic model for Ventura County and the following VMT thresholds published by the State.

Based on OPR guidance, projects that generate or attract fewer than 110 daily trips can use the Screening Threshold for Small Projects and generally may be assumed to cause a less-

92 COH & Associates, Inc. 2009. 2009 Ventura County Congestion Management Program. https://www.goventura.org/work-with-vctc/publications/. Accessed October 9, 2023.

93 Alta Planning and Design. 2011. City of Oxnard Bicycle and Pedestrian Facilities Master Plan. https://www.oxnard.org/wp-content/uploads/2016/03/Oxnard-BPMP-Feb12-1.pdf. Accessed October 9, 2023

than-significant transportation impact. Because the Project would generate more than 110 daily trips, the OPR-recommended VMT impact threshold for residential projects is:

> "A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact."

The VCTC traffic model provides home-based VMT per capita data for the city of Oxnard as well as the various Traffic Analysis Zones (TAZs) within the city, including the TAZ that encompasses the Project site. Traffic model data was used to establish the home-based VMT per capita thresholds for the city of Oxnard and to estimate the home-based VMT per capita for the Project. Based on the analysis, the existing city-wide home-based VMT in the city of Oxnard is 14.80 VMT per capita and VMT Threshold is a 15 percent reduction from city VMT (12.58 per capita). The Project's home-based VMT is estimated as 9.7 VMT per capita, which is below the 12.58 VMT per capita impact threshold. Therefore, given that the Project would generate a VMT which is significantly lower than the impact threshold, the Project would not create a substantial increase in VMT or conflict or be inconsistent with CEQA Guidelines section 15064.3(b). Impacts would be less than significant.

c) **Less-than-Significant Impact.** The Project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. Ingress and egress movements for the Project would be facilitated via two driveway connections to Lockwood Street. The driveway connections would allow full access to the Project site. The Project driveways include a design to be consistent with city of Oxnard design standards and have adequate sight distance along Lockwood Street. Because Lockwood Street is on relatively level terrain and the Project driveways include adequate sight distance, the implementation of the Project would result in less-than-significant safety hazards.

d) **Less-than-Significant Impact.** Construction activities on the Project site would include construction worker vehicles as well as delivery and haul trucks. These slow-moving construction trucks traveling along Lockwood Street and Outlet Center Drive could reduce optimal traffic flows and could delay emergency vehicles traveling through the Project area. In addition, certain construction activities, such as roadway, utility, or drainage improvements could require temporary lane closures. However, such impacts would be short-term in duration. Potential sidewalk and lane closures could affect pedestrian and bicycle users and therefore should be managed to minimize potential impacts. This would not result in a significant impact on traffic flows because construction-related traffic would only occur during short periods of time during the day and would cease upon Project completion. As required for the issuance of grading permits within the city, a construction traffic control plan would be prepared for the Project to ensure that adequate emergency access exists during construction. As such, construction impacts would be less than significant.

3.16 Utilities and Energy

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would the project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	☐	☐	☒	☐
b) Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?	☐	☐	☒	☐
c) Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the city?	☐	☐	☒	☐
d) Would the project conflict with federal, state, or local statutes or regulations related to solid waste?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Would the project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	☐	☐	☒	☐
g) Would the project require additional energy facilities, the provision of which may have a significant effect on the environment?	☐	☐	☐	☒
h) Would the project be inconsistent with existing energy standards?	☐	☐	☒	☐
i) Would the project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	☐	☐	☐	☒
j) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

This section has reviewed the Project's proposed utilities developments and uses and compared this against relevant city of Oxnard utility capacities and thresholds.

Discussion

a) **Less-than-Significant Impact.** The Project would increase water demand compared to the Project site's existing conditions; however, water use would be characteristic of a residential development with surface parking and landscaping. According to the city's 2020 Urban Water Management Plan[94], the city's water demand is expected to increase from 28,819 acre-feet per year (AFY) in 2025 to 33,349 AFY in 2045 which is an approximate increase of 4,530 AFY. This increase in demand is projected to be accommodated by various supply sources.

[94] City of Oxnard. 2021. 2020 Urban Water Management Plan. https://www.oxnard.org/city-department/public-works/water/uwmp/. Accessed October 6, 2023.

Groundwater and imported water supplies are projected to decrease between 2025 and 2045 while the City will increase supplies from recycled water and an aquifer storage recovery project. The City projects the water supplies that they have will be adequate to accommodate the projected water demand within the city. The Project's water demand was projected through the use of the CalEEMod modeling that was performed as part of the *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis* analyses. The water demand for the Project is expected to have an annual water demand of approximately ~~9.7~~ 9.85 million gallons per year, or 30.3 AFY, at Project buildout. The Project's water demand would represent 0.1 percent of the city's projected demand in 2025 and 0.08 of the city's projected demand in 2045. Because the city's water demand is projected to be met with the city's projected water supplies and the Project would represent a minimal amount of the City's projected demand, the implementation of the Project would have a less-than-significant impact on available water supplies.

b) **Less-than-Significant Impact.** A significant impact may occur if the amount of wastewater that the Project would generate would exceed the capacity of the existing wastewater treatment provider. The Project site would be served by the City of Oxnard, which directs wastewater to the Oxnard Wastewater Treatment Plant. The rated capacity for this plant is 31.7 million gallons per day (MGD) and the average daily flow is 16 MGD for a population of approximately 206,352, which is well within its capacity for treating 31.7 MGD.[95,96] Water service for the Project site would be provided by connecting the proposed 2-inch water lines to existing water lines along Lockwood Street. The Project would discharge to the City-maintained sewer by connecting the proposed 8-inch sewer lines to existing private sewer lines along Lockwood Street. Additionally, a sewer flow study was undertaken to determine if any additional sewer upgrades/replacements were necessary (see **Appendix K**). The study identified a 900-linear feet segment of 18-inch vitrified clay pipe (VCP), adjacent to Rose Avenue Elementary School, which would need to be upgraded to a 21-inch PVC sewer. Due to the additional sewer discharge that will be generated by the proposed development, the project shall also upgrade 2,250-linear feet of the existing 8-inch sewer main immediately downstream of the project from manhole MH-1 to manhole MH-118. The additional sewer discharge is the result of the proposed development, and the project would be required to carry out the sewer upgrades necessary to support the project. The project shall collaborate with Lockwood 1 and 2 to upgrade the 18-inch VCP and solely be responsible for upgrading the 8-inch VCP. This will be included as a Condition of Approval.

Although the Project would result in increased wastewater production, it is unlikely to generate such a substantial increase in demand that it would exceed the capacity of the existing wastewater treatment system. The Project's water demand is calculated to be approximately 30.3 AFY (approximately ~~26,500~~ 27,000 gallons per day), and the

95 City of Oxnard. 2023a. 2020 Wastewater Division. https://www.oxnard.org/city-department/publicworks/wastewater/. Accessed October 6, 2023.

96 California Department of Finance. 2022. E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2021-2022. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/. Accessed October 6, 2023.

maximum percentage of this water that is generated as wastewater is assumed to be approximately 90 percent. Therefore, the maximum wastewater generation of the Project would be approximately ~~24,000~~24,300 gallons per day, which is a nominal increase in wastewater compared to the 15.7 MGD capacity of the Oxnard Wastewater Treatment Plant. Therefore, the Project would not require additional wastewater conveyance or treatment capacity to serve Project demands. Impacts would be less than significant.

c) **Less-than-Significant Impact.** A significant impact may occur if a project were to increase solid waste generated to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The City of Oxnard Environmental Resources Division provides waste pick-up and hauling services for residents and businesses. Waste is delivered to the Del Norte Regional Recycling and Transfer Station, which is permitted to process 2,779 tons of waste per day, with a current average intake of approximately 970 tons of waste per day,[97,98] which leaves an estimated remaining daily capacity of 1,809 tons of waste per day.

CalEEMod modeling for Project operation was performed as part of the *Air Quality/Health Risk Assessment/Greenhouse Gas/Energy Impact Analysis* analyses and provides waste generation estimates for each use included in Project buildout (Appendix B). The Project would generate an estimated 173 tons of waste per year, which appears to be slightly lower than anticipated for the level of development proposed. Based on a city of Oxnard average waste generation of 8.3 pounds per person per day[99] (1.5 tons per person per year) and a projected residential population of 912 residents, this would equate to approximately 1,381 tons per year, or 3.78 tons per day. This would not exceed the current estimated remaining daily capacity at Del Norte Regional Recycling and Transfer Station. In addition, the Project's estimated generation of 3.78 tons per day would constitute less than 0.2 percent decrease in the estimated remaining daily capacity of 1,809 tons of total waste processed per day at Del Norte Regional Recycling and Transfer Station. As mentioned, the Project site is currently undeveloped, and the Project would not generate significant quantities of construction waste. Additionally, the Project would be subject to the requirements of the state (SB 1383) and city (Ordinance 3007), which requires the provision of organic waste collection services to multi-family generators. Therefore, the Project would not generate waste in excess of local capacity and impacts to the capacity of local infrastructure would be less than significant.

d) **Less-than-Significant Impact.** During construction and operation, the Project would be required to comply with all federal, state, and local solid waste requirements, including AB 939 and the CALGreen Building Code. CALGreen stipulates that 65 percent of construction waste shall be diverted, while AB 939 specifies 50 percent. Compliance with

97 City of Oxnard. 2013. Staff Report: Del Norte Regional Recycling and Transfer Station Transition Plan. https://www.oxnard.org/wp-content/uploads/2016/03/CC-Staff-Report-Del-Norte-Regional-Recycling-and-Transfer-Station-Transition-Plan-2.pdf. Accessed October 6, 2023.

98 California Department of Resources Recycling and Recovery (CalRecycle). 2023. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/622?siteID=3967. Accessed October 6, 2023.

99 California Department of Resources Recycling and Recovery (CalRecycle). 2023. Jurisdiction Review Reports. https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports. Accessed December 13, 2023.

all applicable statutes and regulations would ensure that Project impacts are less than significant.

e) **Less-than-Significant Impact.** The Project would introduce a 234-unit residential development, which would require the expansion of utilities or services. Specifically, the Project would require new service laterals connecting to the new development, and connections to the existing water main in Lockwood Street.[100] The Project site would be served by the Calleguas Municipal Water District.[101] Impacts associated with the installation of water distribution lines would primarily involve trenching to place the water distribution lines below surface and would be limited to on-site water supply. Ground-disturbing activities would comply with applicable local, state, and federal requirements.

The Project would require new sewer connections to the city's sewer system. Sewage for the Project Site would be conveyed via Lockwood Street. During construction, portable restrooms would be available and would not contribute to wastewater flows to the city's wastewater system. During operation, Project wastewater would be treated by the Oxnard Wastewater Treatment Plan, which has adequate capacity to serve the Project, as discussed in Response 13.16 b) above.

As stated in the Hydrologic and Hydraulic Report/Stormwater Quality Report (Appendix G), the Project's design would include an underground detention system, ribbon gutters, catch basins, underground piping around the building, and landscape areas, which would reduce the increase of stormwater runoff while maintaining the existing drainage pattern. Therefore, the construction of new stormwater drainage facilities would provide adequate capacity for the Project. The Project would have a less-than-significant impact associated with stormwater drainage facilities.

The Project site would be served by Southern California Edison (SCE), and electrical demand would vary during the construction period based on construction activities. The Project would result in a demand for electricity totaling 1,207,193 kWh (1.2 GWh) per year. SCE estimates that electricity consumption within its planning area will be approximately 125,000 GWh annually by 2028, when the Project would be fully built out. The Project would account for less than 0.01 percent of the 2028 annual consumption in SCE's planning area. As such, the Project would account for a negligible portion of the projected annual consumption in SCE's planning area. During construction, the Project would consume electricity associated with the conveyance of water used for dust control, and on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Additionally, the Project would coordinate with telecommunication facilities prior to construction to reduce any temporary pedestrian and traffic impacts. The Project would require new or updates to the existing telecommunication facilities to meet the demand by the Project's residents. Therefore,

[100] FEMA. 2021. FEMA Flood Map Service Center: Search by Address, 2151 Lockwood Avenue, Oxnard, CA, 93036 – Flood Map 06111C0910E. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id =8b0adb51996444d4879338b5529aa9cd. Accessed September 26, 2023.

[101] City of Oxnard. 2023b. Water Sources. https://www.oxnard.org/city-department/public-works/water/water-sources/. Accessed October 6, 2023.

based on the above, the Project impacts resulting in the relocation, expansion, or construction of new utility serves would be less than significant.

f) **Less-than-Significant Impact.** The residential development would consume energy during construction activities, primarily from on- and off-road vehicle fuel consumption in the form of diesel and gasoline necessary to install the building foundations.

During operation, the Project would consume energy in the form of purchased electricity to provide power to the building. Electricity in the region area (Ventura County) is provided by SCE. SCE is required to commit to the use of renewable energy sources for compliance with the Renewable Portfolio Standards (RPS). SCE has already met its requirement to procure at least 33 percent of its energy portfolio from renewable sources by 2020 with approximately 35 percent of its 2022 electric supply power mix from renewable power.[102] With the passage of SB 100 in September 2018, SCE will be required to update its long-term plans to demonstrate compliance, including providing 60 percent of its energy portfolio from renewable sources by December 31, 2030, and ultimately planning for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. Furthermore, on-site solar photovoltaic panels would be installed on the roof, with a back-up battery storage system to reduce dependence on fossil fuels.

The Project would be required to comply with state law and the applicable 2030 General Plan goal and policies. The applicable 2030 General Plan goal and policies include:[103]

> **Goal ICS-17:** Adequate and efficient public utilities that meet the needs of residents of the city.
>
> > **Policy ICS-17.1:** Ensure that electric facilities (such as the Southern California Edison generating facilities located within the city) services and facilities are built in accordance with the California Public Utilities Commission and meet demonstrated need and incorporate feasible solar, wind, and other renewable sources of energy.
> >
> > **Policy ICS-17.4:** Coordinate with gas and electricity providers for the extension of gas and electrical facilities.
> >
> > **Policy ICS-17.5:** Require undergrounding of utility lines in new development, except where it is not feasible due to electrical transmission load or other operational issues.

Therefore, compliance with state law and the General Plan goal and policies identified above would reduce the Project's potential energy impact so that it would not involve wasteful, inefficient, or unnecessary consumption of energy and result in a less-than-significant energy impact.

[102] Southern California Edison (SCE). 2022. 2022 Annual Report, https://www.edison.com/investors/financial-reports-information/annual-reports. Accessed December 11, 2023

[103] City of Oxnard. 2011. 2030 General Plan Goals and Policies. https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-12.2022-SMc.pdf. Accessed October 25, 2023.

g) **No Impact.** Implementation of the residential development would not require additional energy facilities beyond a new distribution line connection to serve the Project. Additionally, the Project's energy demand would be minimal compared to available and projected supplies and within the available supply capabilities of the electricity and natural gas utilities and transportation fuel providers. Therefore, the Project would result in no impact.

h) **Less-than-Significant Impact.** Construction and operational activities associated with the implementation of the residential development would utilize energy in the forms of electricity for lighting and fuel for construction and long-term maintenance vehicles.

Future implementation of the Project would be required to comply with state law and the applicable 2030 General Plan goals and policies. The applicable 2030 General Plan goals and policies include:

Goal SC-3: Energy efficiency performance standards and generation from renewable sources.

Policy SC-3.6: As part of the city EAP, meet or exceed state targets for zero-emission fuel vehicle miles traveled within the city by supporting the use of zero-emission vehicles (low speed "neighborhood electric vehicles", utility low-range battery electric vehicles, mid-range "city electric vehicles", full function battery electric vehicles, and fuel cell vehicles) within city departments and divisions.

Policy SC-3.8: As part of the city and community EAP's, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.

Policy SC-3.9: Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional and public buildings, including continued participation in the Ventura County Regional Energy Alliance (VCREA).

Goal SC-4: Implementation of the California Green Building Code.

Policy SC-4.1: Implement the 2010 California Green Building Code (CALGREEN) and consider recommending and/or requiring certain developments to incorporate Tier I and Tier II voluntary standards under certain conditions to be developed by the Development Services Director.

Therefore, compliance with state law and the General Plan goals and policies identified above would reduce the Project's potential energy impact and would result in consistency with existing energy standards. Less-than-significant impacts related to energy standards would result from implementation of the Project.

i) **No Impact.** The implementation of the residential development would not preempt energy development or future energy conservation or inhibit the future use of renewable energy or energy storage. Electricity in the region area (Ventura County) is provided by SCE. SCE is required to commit to the use of renewable energy sources for compliance with the RPS. SCE met its requirement to procure at least 33 percent of its energy portfolio from renewable sources by 2020 with approximately 35 percent of its 2020 electric supply power

mix from renewable power.[104] With the passage of SB 100 in September 2018, SCE will be required to update its long-term plans to demonstrate compliance including providing 44 percent renewable energy by December 2024, 52 percent by December 2027, and 60 percent by December 31, 2030, and ultimately planning for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. In 2022, approximately 39 percent of SCE's supply portfolio came from renewable sources eligible under California's RPS.[105]

The Project would also incorporate sustainability features that would reduce operational energy demand and incorporate sustainable site development practices that would result in water savings and energy efficiency. The Project would provide electric vehicle parking spaces, which would also reduce transportation fuel demand. The Project would provide bicycle parking spaces, which would encourage non-automotive transportation alternatives. The Project would include building energy efficient systems, which may include high efficiency heating and air conditioning systems, high efficiency lighting, natural ventilation and daylighting, and/or other energy efficient systems. This would reduce building energy demand. Thus, the Project would not preempt future energy development or future energy conservation or inhibit the future use of renewable energy or energy storage.

j) **Less-than-Significant Impact.** The Project is committed to meeting the requirements of the CALGreen Code by incorporating strategies such as low-flow toilets, low-flow faucets, and other energy and resource conservation measures. The Project would comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CALGreen standards. As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

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[104] Southern California Edison (SCE), 2020. 2020 Power Content Label. https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf. Accessed December 11, 2023

[105] Southern California Edison (SCE). 2022. 2022 Annual Report, https://www.edison.com/investors/financial-reports-information/annual-reports. Accessed December 11, 2023

3.17 Wildfire

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐

This section has reviewed CAL FIRE's Fire and Resource Assessment Program and the Fire Hazard Safety Zones to determine impacts from wildfire.

Discussion

a–d) **Less-than-Significant Impact.** The Project would be located in an urban area of the city of Oxnard. Based on a review of the Fire Hazard Safety Zones (FHSZs) prepared as part of the Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program, the Project site is not located within or near an area that is designated as a Very High Fire Hazard Safety Zone (VHFHSZ).[106] The nearest VHFHSZ designated in a Local Responsibility Area is located approximately 6.8 miles northeast of the Project site, and the nearest VHFHSZ designated in a State Responsibility Area is located approximately 4.6 miles northeast of the Project site. Due to the distance from a VHFHSZ, the Project would result in less-than-significant impacts related to wildfires.

[106] California Department of Forestry and Fire Protection (CAL FIRE). 2023. FHSZ Viewer. egis.fire.ca.gov/FHSZ/. Accessed September 15, 2023.

3.18 Mandatory Findings of Significance

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Would 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?	☐	☒	☐	☐
b) Would 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)?	☐	☒	☐	☐
c) Would the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) **Less than Significant with Mitigation Incorporated.** The implementation of the Project could cause impacts to nesting birds. The implementation of Mitigation Measure BIO-1 would reduce these potential impacts to biological resources to less than significant. In addition, the Project could result in significant impacts to archaeological, paleontological, human remains, and tribal cultural resources. The implementation of Mitigation Measures CUL-1 through CUL-4 would reduce these potential resource impact to less than significant.

Compliance with state law and the General Plan goals and policies identified within Sections 3.4 (Biological Resources) and 3.6 (Cultural Resources and Tribal Cultural Resources), and the implementation of the above mitigation measures would reduce the Project's potential impact on wildlife species and cultural and tribal cultural resources to less than significant.

Mitigation Measures

Implementation of Mitigation Measures BIO-1, CUL-1, CUL-2, CUL-3, and CUL-4 is required.

b) **Less than Significant with Mitigation Incorporated.** The potential for cumulative impacts occur when the impacts of a project are combined with impacts from related development projects and result in impacts that are greater than the impacts of a project alone. As identified in Appendix J, Traffic Study, of this Initial Study, there are 39 related projects within the Project study area that have been approved or are pending decision. There is a potential for cumulative projects to result in significant environmental impacts. However, as discussed in Chapter 3 above, Project impacts associated with aesthetics and urban design, agricultural resources, air quality, climate change and greenhouse gas

emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population/education/housing, public services and recreation, transportation and circulation, utilities and energy, and wildfire would result in less-than-significant or no impacts. As a result, the Project contribution to these potential cumulative impacts would be less-than-cumulatively considerable and thus less than significant.

The 39 related projects in the vicinity of the Project site could also result in significant impacts related to biological resources (nesting birds), cultural and tribal cultural resources, and noise (nesting birds). Because the Project could result in significant impacts related to biological resources and cultural and tribal cultural resources, the Project could contribute to cumulative impacts to these resources. This contribution could be cumulatively considerable and thus significant. With the implementation of the mitigation measures identified below, the Project's impact related to biological resources and cultural and tribal cultural resources would be reduced to less than cumulatively considerable and thus less than significant.

Mitigation Measures

Implementation of Mitigation Measures BIO-1, CUL-1, CUL-2, CUL-3, and CUL-4 is required.

c) **Less-than-Significant Impact.** The Project would not cause substantial adverse effects on human beings, either directly or indirectly, according to the analysis contained within this Initial Study. Therefore, the Project would result in less-than-significant impacts related to adverse effects on human beings.