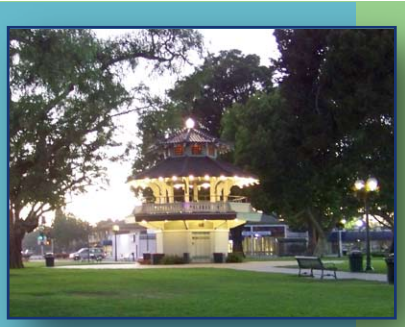

City of Oxnard 2030 General Plan

Draft program Environmental Impact Report

Volume I of II

SCH 2007041024

214 S. C Street, Oxnard CA 93030

February 2009

City of Oxnard

2030
General Plan Draft Program Environmental Impact Report

SCH# 2007041024

Volume I

City of Oxnard
214 S C Street
Oxnard CA 93030

prepared by

Matrix Design Group

in association with

ESA
UCSB
URS

February 2009

EXECUTIVE SUMMARY
City of Oxnard 2030 General Plan

Introduction

This draft program-level environmental impact report (PEIR) is designed to assess the environmental impacts of the proposed Oxnard 2030 General Plan (Project), which includes Land Use and Circulation Diagrams. The City of Oxnard (City) will act as the California Environmental Quality Act (CEQA) lead agency. The information contained in this PEIR will be used to inform local decision makers and the general public of any significant environmental impacts associated with the project and assist City officials in reviewing, modifying, and adopting the Project. As described below, this PEIR will be used as a first-tier environmental document for the subsequent review of a variety of public and private City projects including future specific plans, infrastructure improvements, general plan amendments, and other local development projects.

This chapter presents a summary of the draft PEIR. As part of this summary, the chapter provides an overview of the Project, identifies the impacts and mitigation measures associated with the analysis of the Project, and identifies other impact conclusions required by CEQA.

Intended Use and Purpose

CEQA requires that all state and local governmental agencies consider the environmental consequences of programs and projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid significant adverse environmental impacts resulting from proposed programs/projects and to identify alternatives to the proposed program/project that could reduce or avoid those adverse environmental impacts.

According to the CEQA Guidelines (Section 15168[a]), a local agency may prepare a program-level EIR to address a series of actions that can be characterized as one large project or series of actions that are linked geographically; logical parts of a sequence of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts that can be mitigated in similar ways.

Under CEQA, a Program EIR can function as a first-tier environmental document that assesses and documents the broad environmental impacts of a program with the understanding that a more detailed specific plan or project level review may be required to assess future projects. The

analysis contained in this PEIR may also be used as a reference for subsequent environmental review of specific plans, infrastructure improvements, zoning amendments, impact fees, and other development proposals. Additionally, the PEIR to identifies ways to minimize significant impacts of the project and presents modifications to policies and/or new policies that would avoid or reduce the Project's significant impacts (State CEQA Guidelines Section 15121[a]).

Location

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

Project Description

The Project establishes a planning framework, goals, policies, and implementation programs through the year 2030 and replaces the 2020 General Plan document.

The Project incorporates seven elements required by State law (see Table ES-1) and five 2020 General Plan elements that addressed local concerns: Growth Management, Economic Development, Community Identity, Parks and Recreation, and Public Facilities.

TABLE ES-1
SEVEN MANDATED ELEMENTS OF THE 2030 GENERAL PLAN

Required Elements	Primary Objectives
Land Use	Provides the general distribution and intensity of land uses within the planning area.
Circulation	Identifies the general location and extent of existing and proposed transportation facilities and utilities.
Housing	Includes a comprehensive assessment of current and future housing needs for all segments of the City population, as well as a program for meeting those needs.
Open Space	Provides measures for the preservation of open space, for the protection of natural resources, the managed production of resources, and for public health and safety.
Conservation	Addresses the conservation, development, and use of natural resources.
Safety	Establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildlife hazards, and air quality.
Noise	Identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

General Plan Objectives

The Project presents includes objectives identified by stakeholders during public visioning workshops, hearings, study sessions, and received by e-mail or letter. These objectives include:

- Minimize the loss of agricultural land.
- Accommodate mostly natural increase population growth within a range of 238,000 to 286,000 people.
- Provide a broad range of jobs and economic activity and opportunity.
- Consider updated traffic level of service information and mobility implications of land use decisions.
- Provide options for more efficient use of land, such as infill or mixed use development.
- Protect existing land uses from incompatible development.
- Provide opportunities to develop affordable housing in compliance with State Housing law.

Planning Boundaries

A city must consider a planning area that consists of land within the city and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." The Project encompasses all of the land inside the City Limits, the City Urban Limits Boundary (CURB), and additional unincorporated land areas that may influence future planning efforts. The Planning Area for the Project is shown in Figure ES-2 and is approximately 41,200 acres. The western boundary extends north along the Pacific Ocean from the northern boundary of the Ventura County Naval Base, around the City of Port Hueneme, to the Santa Clara River. The northern boundary and extends east-northeast along the Santa Clara River. Approximately one mile east-northeast of Wells Road, the boundary heads directly east across the Santa Clara River for approximately three miles before the boundary turns south. The boundary follows Beardsley Wash for approximately three miles until it reaches Highway 101. At this point, the boundary travels along Highway 101 for approximately a half mile then turns south. North of 5th Street, the boundary again follows Beardsley Wash and the Revlon Slough. The boundary then turns southwest and crosses Highway 1 and passes west through the Ventura County Naval Base. The boundary continues along the northern boundary of the Ventura County Naval Base and Port Hueneme towards the Pacific Coast.

2030 General Plan Buildout

Full development under the Proposed Project is referred to as "build out". This section describes the implications buildout in terms of a theoretical maximum future population and housing units. Under the Land Use and Circulation Diagrams, adequate land is provided to accommodate anticipated housing and employment needs through 2030. Some development is identified outside of the CURB boundary and is presumably subject to voter approval.

Project build out would occur within the 2009 City limits with the exception of the Northeast Expansion Area (i.e. Jones Ranch area) and a small area on the north side of the Del Norte/Highway 101 interchange. Infill and private and public redevelopment would occur through out the City (see Table ES-2 for a summary of these changes). The Project includes an expansion of Oxnard's city limits outside the CURB boundary, subject to voter approval. Some of the major changes and trends identified in Table ES-2:

- An increase in "Residential" land uses;
- A small increase in "Industrial" land uses (with a decrease in lands designated for Business and Research Park uses);
- An increase in "Agricultural" land uses. In 2005, a majority of the land designated as "Other" consists of agricultural land, which accounts for the large difference between 2005 and 2030 land designated as "Agricultural" when some of the "Other" land use was reclassified as "Agricultural";
- An increase in "Open Space";
- An increase in "Schools", which corresponds with an increase in development of new residential land uses;
- An increase in "Public Utility/Energy Facility" land as a result of creating a separate land use category specifically for those uses;
- A decrease in commercial land, which is somewhat offset by the designation of land as "Central Business District" that is partly comprised of commercial land uses;
- A decrease in "Public/Semi-Public" land as a result of reclassifying a majority of this land as "Public Utility/Energy Facility".
- A decrease in "Other/Unclassified" land, as stated above, that is a result of reclassifying a majority of this land as "Agricultural" or other open space land uses.

Table ES-2 provides a list of the land uses along with an estimate of acreage. This table compares the existing land uses (2005) to projected land uses in 2030. In 2030, open space and park land uses (consisting mostly of agriculture in the surrounding unincorporated county) account for approximately 26,000 acres. Residential land uses account for over 7,300 acres, commercial and industrial land uses cover 4,200 acres, and other types of land uses account for approximately 2,800 acres.

TABLE ES-2
2005 AND 2030 LAND USES IN THE PLANNING AREA

General Land Use	2005 Acreage[1]	2030 Acreage[1]
Residential		
Residential	6,631	7,330
Commercial		
Commercial	1,436	1,305
Central Business District	0.07	208
Industrial		
Industrial	2,165	2,351
Business and Research Park	569	389
Central Industrial Area	240	220

TABLE ES-2
2005 AND 2030 LAND USES IN THE PLANNING AREA

General Land Use	2005 Acreage[1]	2030 Acreage[1]
Open Space		
Agriculture	19,441	23,247
Open Space	21	63
Resource Protection	608	1,420
Parks/Recreation	2,344	1,400
Other		
Airport Compatible	251	214
Public/Semi-Public	1,201	380
Public Utility/Energy Facility	0	302
Schools	733	860
Easement	0	399
Other/Unclassified	5,592	72
Ventura County	0	1.5
Point Mugu	0	567
Total	**41,232**	**40,729**

[1]Does not include waterways, rights-of-ways, or other non designated areas that can't be developed
[2] Commercial consists of Commercial Community, Commercial Convenience, Commercial General, Commercial Neighborhood, Commercial Office, and Commercial Regional.
[3] Industrial includes Industrial Light and Industrial Limited.

Summary of Environmental Impacts and Mitigation Measures

Table ES-3 provides a summary of impacts and mitigating policies identified in this PEIR. The table is arranged in four columns: 1) environmental impacts; 2) mitigating policies; 3) significance before mitigation; and 4) significance after mitigation.

Areas of Potential Controversy and Issues to Be Resolved

A summary of the key issues and potential areas of controversy to be resolved is provided below in Table ES-4.

TABLE ES-4
SUMMARY OF NOTICE OF PREPARATION COMMENTS

Date	Commenter	Summary of Key Issues
April 11, 2007	Katy Sanchez, Native American Heritage Commission	Commenter provides guidance on complying with CEQA and addressing and mitigating archaeological impacts of the project.
April 17, 2007	Constructing Connections Task Force, Child Development Resources of Ventura County	The EIR should identify child care as a public service that can experience a negative impact from future development projects.
April 18, 2007	Constructing Connections Task Force, Child Development Resources of Ventura County	The General Plan should address child care issues.
April 19, 2007	Ventura County Agricultural Commissioner	The EIR should identify the acreage that is not currently in the city limits, Sphere of Influence, or CURB area of the City of

TABLE ES-4
SUMMARY OF NOTICE OF PREPARATION COMMENTS

Date	Commenter	Summary of Key Issues
		Oxnard that is part of the proposed project. The EIR should describe the proposed setbacks and buffering components for the new areas of interface between county farmland and city development proposed in the new General Plan.
April 24, 2007	Santa Ynez Band of Mission Indians	The City should continue to keep the Santa Ynez Band of Mission Indians and the Chumash informed of proposed developments that may affect cultural resources and potentially significant areas.
April 26, 2007	Ventura County Public Works Agency, Transportation Department	The EIR should address impacts to County roads.
April 27, 2007	Nancy J. Carroll, Superintendent, Ocean View School District	The General Plan should identify future school sites on the General Plan land use map.
April 27, 2007	Rail Crossings Engineering Section, California Public Utilities Commission	The General Plan should consider safety issues associated with highway-rail crossings, including planning for grade separations for major thoroughfares, improvements to existing at-grade crossings, and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.
April 30, 2007	Southern California Association of Governments (SCAG)	The EIR should identify relevant SCAG policies and address the project's consistency with those policies.
April 30, 2007	Ventura County Air Pollution Control District (APCD)	The EIR should evaluate all potential air quality impacts that may result from the project, specifically: - Reactive organic compound and nitrogen oxide emissions from project-related motor vehicles and construction equipment and - Conduct a carbon monoxide screening analysis for project-impacted roadway intersections that are currently operating, or are expected to operate at, Levels of Service D, E, or F. The EIR should include all feasible mitigation measures for any significant impacts on regional and/or local air quality. The EIR should discuss project consistency with the Ventura County Air Quality Management Plan.
May 1, 2007	Ventura County Watershed Protection District, Planning and Regulatory Division	The General Plan should identify measures that address or mitigate urban runoff impacts, such as low impact development (LID) and onsite retention. The EIR should identify whether the City's water supplies, water treatment facilities, and drainage system will be adequate for the proposed project.
May 1, 2007	State of California Resources Agency, Department of Parks and Recreation	The EIR and General Plan should consider policies that avoid habitat degradation; preserve open space, agriculture, wildlife corridors, and areas adjacent to the Santa Clara River; and avoid intensification of use in and around the State Parks.
May 2, 2007	Mike Penrod, Parkstone Companies	This commenter suggests incorporating specific parcels into the city's boundaries.
May 2, 2007	Department of Transportation, Division of Aeronautics	The General Plan should comply with the adopted airport land use compatibility plan for Oxnard Airport and avoid incompatible land use encroachment, which can be achieved by: - Incorporating airport compatibility policies into the General Plan update; - Adopting an airport combining zoning ordinance; - Include policies committing the City to adopt

TABLE ES-4
SUMMARY OF NOTICE OF PREPARATION COMMENTS

Date	Commenter	Summary of Key Issues
		compatibility criteria that ensure conflicts will be avoided; or - Adopting the Airport Compatibility Plan as a "stand alone" document or as a specific plan.
May 3, 2007	City of San Buenaventura Advanced Planning	The EIR should identify: - Impacts of growth on regional roadways; - Mitigation measures that offset potential negative impacts to regional roadways; - Policies that encourage infill development, redevelopment, and transit-oriented development; - The ability of the project to provide adequate water supply to projected growth; - Ways to minimize impacts to waterways; and - The ability of the project to meet recreational and educational needs of future residents.
May 3, 2007	Mike Penrod, Parkstone Companies	This commenter suggests incorporating specific parcels into the city's boundaries.
May 7, 2007	Mitchel B. Kahn, Schroeder Comis Nelson & Kahn, LLP	This commenter suggests specific zoning for parcels located within the General Plan boundary.
May 7, 2007	Metrolink, Southern California Regional Rail Authority	The General Plan and EIR should plan for grade crossing safety enhancements, including installation of automatic warning devices at farm crossings and planning for crossing consolidations or grade separations.
May 7, 2007	County of Ventura Resource Management Agency	This commenter forwards comments from County departments and agencies. See comments from Agricultural Commissioner, APCD, and Watershed Protection District above.
May 8, 2007	Various Commenters, City Council Study Session	A number of comments were provided regarding the contents of the General Plan and EIR including, but not limited to: - Ways to minimize impacts to waterways; and - The ability of the project to meet recreational and educational needs of future residents. - Traffic issues, - Detention basins and recreation, - Childcare, - Affordable housing, - Water supplies, - SOAR ordinance, - Pollution from Port activities, and - Climate change.
May 10, 2007	Mitchel B. Kahn, Schroeder Comis Nelson & Kahn, LLP	This commenter suggests specific zoning for parcels located within the General Plan boundary.
May 14, 2007	Larry Stein	The General Plan should require development to identify economic cost to infrastructure; cost, timing and funding source of mitigation; identify parkland that will meet the needs of development; and identify traffic model intersections, impacts, and mitigation measures.
May 15, 2007	Various Commenters, City Council Study Session	A number of comments were provided regarding the contents of the General Plan and EIR including, but not limited to: - Infill and refill development, - Truck traffic, - Oxnard Airport issues,

TABLE ES-4
SUMMARY OF NOTICE OF PREPARATION COMMENTS

Date	Commenter	Summary of Key Issues
		- Transit, - Workforce/affordable housing, - Public services, and - Agriculture.
May 15, 2007	Larry P. Stein	The EIR should study traffic at Oxnard Blvd and Gonzales and Rose and Gonzales intersections. The EIR should also consider traffic impacts around narrow bridges and widening those bridges to address those impacts.
May 15, 2007	Lawrence P. Stein	The General Plan should not include parcels outside of the City's Sphere of Influence. The EIR and General Plan should consider traffic circulation that includes local mass transit systems. The General Plan should consider developing the Oxnard Airport as commercial and residential. Senior housing and multi-family residential should be included in the General Plan.
May 18, 2007	Lawrence P. Stein	The General Plan should address converting Oxnard Airport to residential and commercial development. The General Plan should address affordable housing needs. The traffic model should consider traffic patterns of Saturday sport traffic, farm works, and trucks.
June 19, 2007	Saviers Road Design Team	The Background Report should correct the locations of Liquid Natural Gas (LNG) pipelines and projects.

Note: EIR = environmental impact report

Project Alternatives

In accordance with State CEQA Guidelines, Section 15126(d), a draft PEIR must include and describe a range of reasonable alternatives or location that could feasibly attain the Project's objectives and the reduce identified adverse environmental impacts.

The following three alternatives to the Proposed Project are considered and described in greater detail in Chapter 7.0 of the draft PEIR:

- Alternative 1: No Project (Buildout of 2020 General Plan).
- Alternative 2: Infill with No Development Outside CURB.
- Alternative 3: Infill with Additional Development Outside CURB.

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS	Potentially Significant = PS / Cumulatively Significant = CS / Significant and Unavoidable = SU		
CHAPTER 3	**COMMUNITY DEVELOPMENT**			
3.2 Land Use				
Impact 3.2-1:	The Proposed Project could conflict with other applicable adopted land use plans.	None Required	LS	
Impact 3.2-2	The Proposed Project could conflict with an applicable airport land use compatibility plan.	New Policy CD-1.8**: Remove the School designation in the Teal Club Area** . Remove the school land use designation from the Teal Club area located within the airport's TPZ.	PS	LS
Impact 3.2-3	The Proposed Project would not physically divide an established community.	None Required	LS	
CHAPTER 4	**INFRASTRUCTURE AND COMMUNITY SERVICES**			
4.2 Circulation, Traffic and Transportation				
Impact 4.2-1	The Project would result in six intersections operating below LOS C.	Mitigations are considered infeasible and/or undesirable as they displace residences and businesses	PS	SU
Impact 4.2-2	The Proposed Project would result in an increase in public transit usage.	None Required	LS	
Impact 4.2-3	The Proposed Project would result in an increased in bicycle and pedestrian activity.	None Required	LS	
Impact 4.2-4	The Proposed Project would result in substantial changes in accessibility to Oxnard-area railroad terminals and cargo transfer points.	None Required	LS	
Impact 4.2-5	The Proposed Project could result in changes in accessibility to the Port of Hueneme.	None Required	LS	
Impact 4.2-6	The Proposed Project could result in inadequate parking capacity.	None Required	LS	
Impact 4.2-7	The Proposed Project could conflict with adopted policies, plans, or programs supporting alternative transportation .	None Required	LS	
4.3 Utilities				

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS Potentially Significant = PS	Cumulatively Significant = CS Significant and Unavoidable = SU		
Impact 4.3-1	The Project could require new or expanded water supplies facilities or affect the adequacy of a water supply beyond that anticipated by the current Urban Water Management Plan, the GREAT Program, and related public works plans and programs.	None Required	LS	
Impact 4.3-2	The Proposed Project could result in impacts to groundwater supply, recharge, and secondary impacts to groundwater resources.	None Required	LS	
Impact 4.3-3	The Project could result in wastewater treatment demand in excess of planned capacity that cannot be met by new or expanded facilities.	None Required	LS	
Impact 4.3-4	The Proposed Project could violate water quality standards or waste discharge requirements, or otherwise degrade water quality.	None Required	LS	
Impact 4.3-5	The Proposed Project could result in water quality issues resulting from increased soil erosion and downstream sedimentation related to construction activities.	None Required	LS	
Impact 4.3-6	The Proposed Project could affect drainage patterns through increased on-site and downstream erosion and sedimentation.	None Required	LS	
Impact 4.3-7	The Proposed Project could result in the need for increased stormwater drainage system capacities.	None Required	LS	
Impact 4.3-8	The Project could increase solid waste disposal demand beyond existing or planned capacity or impede the ability to expand capacity.	None Required	LS	
4.4 Public Facilities and Services				
Impact 4.4-1	The Proposed Project would increase the need or use of	None Required	LS	

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS Potentially Significant = PS Cumulatively Significant = CS Significant and Unavoidable = SU			
	law enforcement service.			
Impact 4.4-2	The Proposed Project would increase the need or use of fire protection service.	None Required	LS	
Impact 4.4-3	The Proposed Project would increase the need or use of school services or facilities.	None Required	LS	
Impact 4.4-4	The Proposed Project would increase the need or use of libraries and other community facilities.	None Required	LS	
4.5 Parks and Recreation				
Impact 4.5-1	The Proposed Project would increase the need or use of park and recreation facilities.	None Required	LS	
CHAPTER 5	**ENVIRONMENTAL RESOURCES**			
5.2 Biological Resources				
Impact 5.2-1	The Proposed Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of special status species.	None Required	LS	
Impact 5.2-2	The Proposed Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of common plant and wildlife species.	None Required	LS	
Impact 5.2-3	The Proposed Project could have a substantial adverse effect on sensitive natural communities including riparian habitats.	None Required	LS	
Impact 5.2-4	The Proposed Project could have a substantial adverse effect on federally protected wetlands and other waters.	None Required	LS	
Impact 5.2-5	The Proposed Project could have a substantial adverse effect on wildlife habitat, nursery sites, or movement opportunities.	None Required	LS	
Impact 5.2-6	The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such	None Required	LS	

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS	Potentially Significant = PS	Cumulatively Significant = CS	Significant and Unavoidable = SU
	as a tree preservation policy or ordinance.			
5.2 Aesthetic Resources				
Impact 5.3-1	The Proposed Project could substantially degrade the existing visual character or quality of scenic resources or vistas.	None Required	LS	
Impact 5.3-2	The Proposed Project could substantially degrade the quality of scenic corridors or views from scenic roadways.	None Required	LS	
Impact 5.3-3	The Proposed Project could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	None Required	LS	
5.4 Cultural Resources				
Impact 5.4-1	The Proposed Project could cause a substantial adverse change to a historic resource.	None Required	LS	
Impact 5.4-2	The Proposed Project could cause a substantial adverse change to archaeological, paleontological, and/or human remains.	**Modified Policy ER-12.6 Identification of Archaeological Resources.** Continue to require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist in the event that archaeological/paleontological resources are discovered during site excavation. *The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect a site or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials. [Revised New Policy – Draft EIR Analysis]* **Modified Policy ER-12.9 Native American Resources.** The City shall consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of a particular project. *[New Policy – Draft EIR Analysis]*	PS	LS
5.5 Agricultural and Soil Resources				
Impact 5.5-1	The Proposed Project would result in the conversion of	The Project would result in the conversion of up to 2,000 acres of important farmland	PS	SU

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS Potentially Significant = PS Cumulatively Significant = CS Significant and Unavoidable = SU			
	important farmland to non-agricultural uses.			
Impact 5.5-2	The Proposed Project would not conflict with existing zoning for agricultural use, or conflict with existing Williamson Act contracts.	None Required	LS	
Impact 5.5-3	The Proposed Project could involve other land use conflicts between agricultural and urban uses.	None Required	LS	
Impact 5.5-4	The Proposed Project could result in substantial soil erosion or the loss of topsoil.	None Required	LS	
Impact 5.5-5	The Proposed Project could result in substantial coastal wave or beach erosion.	None Required	LS	
5.6 Mineral Resources				
Impact 5.6-1	The Proposed Project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site.	None Required	LS	
5.7 Air Quality and Climate Change				
Impact 5.7-1	The Proposed Project could expose a variety of sensitive land uses to construction-related air quality emissions.	None Required	LS	
Impact 5.7-2	The Project would result in a cumulative increase of criteria pollutants in a non-attainment basin.	No additional policies or feasible mitigation are currently available.	PS	SU
Impact 5.7-3	The Proposed Project could not conflict with or obstruct implementation of the applicable air quality plan.	None Required	LS	
Impact 5.7-4	The Proposed Project could expose sensitive receptors to substantial pollutant concentrations.	None Required	LS	
Impact 5.7-5	The Proposed Project could not create objectionable odors affecting a substantial number of people.	None Required	LS	
Impact 5.7-6	The Proposed Project could potentially conflict with implementation of state goals for reducing greenhouse gas	Recommended New Policies **SC-1.4: Support Climate Action Team Emission Reduction Strategies.** The City will	Unable to determine for lack of significance threshold	

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS	Potentially Significant = PS Cumulatively Significant = CS Significant and Unavoidable = SU		
	emissions.	continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the 2030 General Plan to determine its consistency with the CAT emission reduction strategies. **Policy SC-1.5: Support Offsite Measures to Reduce Greenhouse Gas Emissions.** The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions.		
5.8 Energy and Resource Conservation				
Impact 5.8-1	The Proposed Project would increase energy demand and require additional energy resources.	None Required	LS	
CHAPTER 6	**SAFETY AND HAZARDS**			
6.2 Geologic, Seismic, and Soil Hazards				
Impact 6.2-1	The Proposed Project could expose people to injury or structures to damage from potential rupture of a known earthquake fault, strong groundshaking, seismic-related ground failure, or landslides.	None Required	LS	
Impact 6.2-2	The Proposed Project could result in potential structural damage from development on a potentially unstable geologic unit or soil.	None Required	LS	
Impact 6.2-3	The Proposed Project could increase the potential for structural damage from development on expansive soil.	None Required	LS	
6.3 Natural Hazards				
Impact 6.3-1	The Proposed Project could expose people or structures to flood hazards from development within a 100-year Flood Hazard Area or from increased rates or amounts of surface runoff from development.	None Required	LS	
Impact 6.3-2	The Proposed Project could expose people or structures to flood hazards from failure of a levee or dam.	None Required	LS	

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS Potentially Significant = PS Cumulatively Significant = CS Significant and Unavoidable = SU			
Impact 6.3-3	The Proposed Project could expose people or structures to inundation by seiche or tsunami.	None Required	LS	
Impact 6.3-4	The Proposed Project could expose people or structures to inundation by increased sea level rise caused by global warming conditions.	None Required	LS	
6.4 Noise				
Impact 6.4-1	The Proposed Project could expose a variety of noise-sensitive land uses to construction noise.	None Required	LS	
Impact 6.4-2	The Proposed Project could expose a variety of noise-sensitive land uses to traffic noise.	No additional policies or feasible mitigation are currently available.	PS	SU
Impact 6.4-3	The Proposed Project could expose a variety of noise-sensitive land uses to railroad noise.	No additional policies or feasible mitigation are currently available.	PS	SU
Impact 6.4-4	The Proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in noise effects.	None Required	LS	
Impact 6.4-5	The Proposed Project could expose a variety of noise-sensitive land uses to stationary noise sources.	None Required	LS	
Impact 6.4-6	The Proposed Project could expose a variety of noise-sensitive land uses to excessive groundborne vibration or groundborne noise levels.	No additional policies or feasible mitigation are currently available.	PS	SU
6.5 Hazardous Materials and Uses				
Impact 6.5-1	The Proposed Project could include uses that create a significant hazard to the public or environment from the transportation, use, or disposal of hazardous materials.	None Required	LS	
Impact 6.5-2	The Proposed Project could include uses that emit hazardous emissions or handle hazardous materials, substances, or waste near school sites.	None Required	LS	
Impact 6.5-3	The Proposed Project could locate development on a	None Required	LS	

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Possible Environmental Impact	Additional or Modified Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
	Less-than-significant = LS Potentially Significant = PS Cumulatively Significant = CS Significant and Unavoidable = SU			
	hazardous waste site.			
Impact 6.5-4	The Proposed Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None Required	LS	

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CHAPTER 1

Introduction and Reader's Guide to the EIR

CHAPTER 1
Introduction and Reader's Guide to the EIR

1.1 Purpose and Use of the Environmental Impact Report

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the possible environmental consequences prior to taking action on programs and projects over which they have discretionary authority before taking action on them. This chapter outlines the approach to preparation of the program-level Environmental Impact Report (PEIR) on the proposed Oxnard 2030 General Plan (Project). The City of Oxnard (City) is the CEQA lead agency for the project and the Oxnard City Council, as the lead agency's decision-making body, will consider the information presented in this PEIR before taking discretionary action.

This PEIR has four primary purposes:

- Comply with CEQA requirements for the analysis of environmental impacts by including a complete and comprehensive evaluation of the physical impacts of the Project and its alternatives.
- Inform interested stakeholders, the City Council, and the Planning Commission of the environmental impacts prior to the Planning Commission making its recommendations and City Council taking action.
- Identify ways to minimize significant adverse environmental impacts and describe reasonable alternatives to the Project that would avoid or reduce the Project's significant impacts (State CEQA Guidelines Section 15121[a]).
- Identify and mitigate or state overriding considerations for cumulative impacts and similar city-wide environmental issues and analyses to the extent feasible and allowed by CEQA.

This PEIR evaluates the potential impacts resulting from adoption and implementation of the Project. The information contained in this PEIR will be used to inform local decision makers and the general public of the potentially significant adverse environmental impacts associated with the project and to assist City officials in reviewing and considering adoption of the Project or one of the alternatives. This PEIR, once certified as a the Final PEIR, will also be used as a first-tier environmental document for subsequent environmental review of specific plans, infrastructure improvements, general plan and zoning amendments, impact fees, and other local development proposals.

The Draft PEIR incorporates and builds on technical analyses provided in previously prepared documents. See Figure 1-1 for a graphical representation of the relationship of these documents, which serve as technical appendices to the Draft PEIR and are summarized below:

- **Background Report and Alternatives Report (June 2006).** These related reports provide a detailed description of the conditions that existed within the Planning Area during the development of the 2030 General Plan and describe three future growth scenarios. The City Council selected Alternative B as the project for purposes of the PEIR. Both documents are incorporated as Appendix B under separate cover**.**
- **2030 General Plan (February 2009).** This report contains over 450 goals and policies that will guide future decisions within the City. It also identifies a full set of implementation measures that will ensure the goals and policies in the General Plan are carried out. This report also contains the land use and circulation diagram. The 2030 General Plan is incorporated as Appendix C under separate cover.

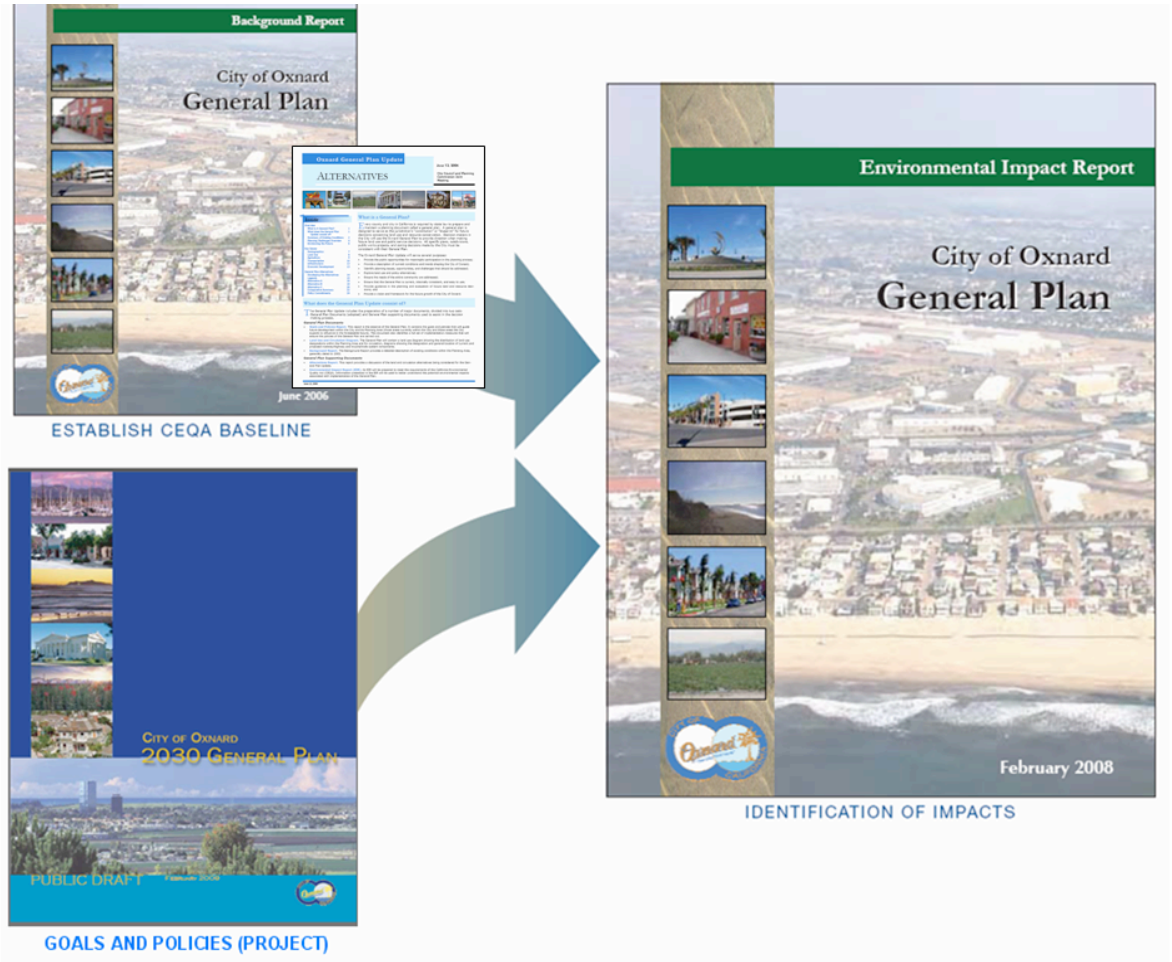
Because of the interrelatedness of the PEIR and these three documents, readers should consider all three documents as contributing to the City's CEQA compliance.

1.2 Type of EIR

The CEQA Guidelines provide information on the types of environmental analysis that can be used to analyze a project, and one of these is a Program EIR (PEIR). According to the CEQA Guidelines (Section 15168[a]), a local agency may prepare a program-level EIR to address a series of actions that can be characterized as one large project or series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.

Under CEQA, a program-level EIR can function as a first-tier environmental document that assesses and documents the broad environmental impacts of a program with the understanding that a more detailed site-specific review may be required to assess future projects implemented under the program. The analysis contained in this PEIR, once certified as the Final PEIR, may also be used as a reference for subsequent environmental review of specific plans, infrastructure improvements, zoning amendments, impact fees, and other development proposals. The processing of more site-specific projects, the City, in making optimal use of this PEIR once it is certified, intends to avail itself of two separate, but complementary processes authorized by CEQA that are intended to streamline the review of projects consistent with approved general plans. These two processes are described below to put the public on notice of how, specifically, the City intends to use this PEIR in the future.

Figure 1-1


Background Report
City of Oxnard
General Plan
June 2006
ESTABLISH CEQA BASELINE
City of Oxnard
2030 General Plan
PUBLIC DRAFT
GOALS AND POLICIES (PROJECT)
Environmental Impact Report
City of Oxnard
General Plan
February 2008
IDENTIFICATION OF IMPACTS

The PEIR also functions as a first-tier EIR. CEQA Guidelines Section 15152 provides that where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and/or third-tier documents. According to subdivision (f)(3) of Section 15152, significant effects identified in a first-tier EIR are adequately addressed, for purposes of later approvals, if the lead agency determines that such effects either (a) "have been mitigated or avoided as a result of the prior [EIR] and findings adopted in connection with that prior [EIR]" or (b) "have been examined at a sufficient level of detail in the prior [EIR] to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project."

Future environmental review may also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a general plan. For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and that have not been disclosed in the general plan EIR, except where "substantial new information" shows that previously identified impacts will be more significant than previously assumed. Notably, impacts are considered **not** to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted "uniformly applied development policies or standards."

1.3 PEIR Process

In preparing this PEIR and considering approval of the project, the City has completed, or will complete, the activities identified in Table 1-1. Each of these activities is further described below.

TABLE 1-1
STATUS OF 2030 GENERAL PLAN PEIR

Activity	Status
Notice of Preparation - Preparation and Circulation	Completed: April 5, 2007 to June 5, 2007
Public Scoping Meeting	Completed: May 8, 2007
Draft EIR – Preparation	Completed: February, 2009
Draft EIR – Circulation - 45 Day Public Review and Comment	March 9 to April 22, 2009
Final EIR – Preparation	To be completed
Final EIR – Circulation	To be completed

Notice of Preparation

In accordance with Section 15082(a) of the CEQA Guidelines, the City prepared and circulated a Notice of Preparation (NOP) of a Draft EIR for the Proposed Project. The NOP was originally circulated for a 30-day comment period, which began on April 5, 2007, and was to end on May 4, 2007. However, at the direction of the City Council, the scoping/comment period was extended an additional 30 days to June 5, 2007. Appendix A (of

this Draft EIR) includes a copy of the NOP and copies of the comment letters received during the 60-day NOP comment period (April 5, 2007 to June 5, 2007).

NOP Comment Letters

A summary of the comment letters received during the NOP public review periods is provided in Table 1-2. The table organizes the letters received (by date), identifies the commenter, and provides a brief summary of the key issues described in the letters. Letters or comments received outside the public review period were also considered. Additionally, as part of the NOP public review period, a public scoping meeting was held in the City on May 8, 2007. A range of issues similar to those identified in the following table was also provided at those meetings.

TABLE 1-2
SUMMARY OF KEY ISSUES FROM COMMENTS RECEIVED
DURING THE NOTICE OF PREPARATION PUBLIC SCOPING PERIOD

Date	Commenter	Summary of Key Issues
April 11, 2007	Katy Sanchez, Native American Heritage Commission	Commenter provides guidance on complying with CEQA and addressing and mitigating archaeological impacts of the project.
April 17, 2007	Constructing Connections Task Force, Child Development Resources of Ventura County	The EIR should identify child care as a public service that can experience a negative impact from future development projects.
April 18, 2007	Constructing Connections Task Force, Child Development Resources of Ventura County	The General Plan should address child care issues.
April 19, 2007	Ventura County Agricultural Commissioner	The EIR should identify the acreage that is not currently in the city limits, Sphere of Influence, or CURB area of the City of Oxnard that is part of the proposed project. The EIR should describe the proposed setbacks and buffering components for the new areas of interface between county farmland and city development proposed in the new General Plan.
April 24, 2007	Santa Ynez Band of Mission Indians	The City should continue to keep the Santa Ynez Band of Mission Indians and the Chumash informed of proposed developments that may affect cultural resources and potentially significant areas.
April 26, 2007	Ventura County Public Works Agency, Transportation Department	The EIR should address impacts to County roads.
April 27, 2007	Nancy J. Carroll, Superintendent, Ocean View School District	The General Plan should identify future school sites on the General Plan land use map.
April 27, 2007	Rail Crossings Engineering Section, California Public Utilities Commission	The General Plan should consider safety issues associated with highway-rail crossings, including planning for grade separations for major thoroughfares, improvements to existing at-grade crossings, and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.
April 30, 2007	Southern California Association of Governments (SCAG)	The EIR should identify relevant SCAG policies and address the project's consistency with those policies.
April 30, 2007	Ventura County Air Pollution Control District (APCD)	The EIR should evaluate all potential air quality impacts that

TABLE 1-2
SUMMARY OF KEY ISSUES FROM COMMENTS RECEIVED
DURING THE NOTICE OF PREPARATION PUBLIC SCOPING PERIOD

Date	Commenter	Summary of Key Issues
		may result from the project, specifically: - Reactive organic compound and nitrogen oxide emissions from project-related motor vehicles and construction equipment and - Conduct a carbon monoxide screening analysis for project-impacted roadway intersections that are currently operating, or are expected to operate at, Levels of Service D, E, or F. The EIR should include all feasible mitigation measures for any significant impacts on regional and/or local air quality. The EIR should discuss project consistency with the Ventura County Air Quality Management Plan.
May 1, 2007	Ventura County Watershed Protection District, Planning and Regulatory Division	The General Plan should identify measures that address or mitigate urban runoff impacts, such as low impact development (LID) and onsite retention. The EIR should identify whether the City's water supplies, water treatment facilities, and drainage system will be adequate for the proposed project.
May 1, 2007	State of California Resources Agency, Department of Parks and Recreation	The EIR and General Plan should consider policies that avoid habitat degradation; preserve open space, agriculture, wildlife corridors, and areas adjacent to the Santa Clara River; and avoid intensification of use in and around the State Parks.
May 2, 2007	Mike Penrod, Parkstone Companies	This commenter suggests incorporating specific parcels into the city's boundaries.
May 2, 2007	Department of Transportation, Division of Aeronautics	The General Plan should comply with the adopted airport land use compatibility plan for Oxnard Airport and avoid incompatible land use encroachment, which can be achieved by: - Incorporating airport compatibility policies into the General Plan update; - Adopting an airport combining zoning ordinance; - Include policies committing the City to adopt compatibility criteria that ensure conflicts will be avoided; or - Adopting the Airport Compatibility Plan as a "stand alone" document or as a specific plan.
May 3, 2007	City of San Buenaventura Advanced Planning	The EIR should identify: - Impacts of growth on regional roadways; - Mitigation measures that offset potential negative impacts to regional roadways; - Policies that encourage infill development, redevelopment, and transit-oriented development; - The ability of the project to provide adequate water supply to projected growth; - Ways to minimize impacts to waterways; and - The ability of the project to meet recreational and educational needs of future residents.
May 3, 2007	Mike Penrod, Parkstone Companies	This commenter suggests incorporating specific parcels into the city's boundaries.

TABLE 1-2
SUMMARY OF KEY ISSUES FROM COMMENTS RECEIVED
DURING THE NOTICE OF PREPARATION PUBLIC SCOPING PERIOD

Date	Commenter	Summary of Key Issues
May 7, 2007	Mitchel B. Kahn, Schroeder Comis Nelson & Kahn, LLP	This commenter suggests specific zoning for parcels located within the General Plan boundary.
May 7, 2007	Metrolink, Southern California Regional Rail Authority	The General Plan and EIR should plan for grade crossing safety enhancements, including installation of automatic warning devices at farm crossings and planning for crossing consolidations or grade separations.
May 7, 2007	County of Ventura Resource Management Agency	This commenter forwards comments from County departments and agencies. See comments from Agricultural Commissioner, APCD, and Watershed Protection District above.
May 8, 2007	Various Commenters, City Council Study Session	A number of comments were provided regarding the contents of the General Plan and EIR including, but not limited to: - Ways to minimize impacts to waterways; and - The ability of the project to meet recreational and educational needs of future residents. - Traffic issues, - Detention basins and recreation, - Childcare, - Affordable housing, - Water supplies, - SOAR ordinance, - Pollution from Port activities, and - Climate change.
May 10, 2007	Mitchel B. Kahn, Schroeder Comis Nelson & Kahn, LLP	This commenter suggests specific zoning for parcels located within the General Plan boundary.
May 14, 2007	Larry Stein	The General Plan should require development to identify economic cost to infrastructure; cost, timing and funding source of mitigation; identify parkland that will meet the needs of development; and identify traffic model intersections, impacts, and mitigation measures.
May 15, 2007	Various Commenters, City Council Study Session	A number of comments were provided regarding the contents of the General Plan and EIR including, but not limited to: - Infill and refill development, - Truck traffic, - Oxnard Airport issues, - Transit, - Workforce/affordable housing, - Public services, and - Agriculture.
May 15, 2007	Larry P. Stein	The EIR should study traffic at Oxnard Blvd and Gonzales and Rose and Gonzales intersections. The EIR should also consider traffic impacts around narrow bridges and widening those bridges to address those impacts.
May 15, 2007	Lawrence P. Stein	The General Plan should not include parcels outside of the City's Sphere of Influence. The EIR and General Plan should consider traffic circulation

TABLE 1-2
SUMMARY OF KEY ISSUES FROM COMMENTS RECEIVED
DURING THE NOTICE OF PREPARATION PUBLIC SCOPING PERIOD

Date	Commenter	Summary of Key Issues
		that includes local mass transit systems.
		The General Plan should consider developing the Oxnard Airport as commercial and residential.
		Senior housing and multi-family residential should be included in the General Plan.
May 18, 2007	Lawrence P. Stein	The General Plan should address converting Oxnard Airport to residential and commercial development.
		The General Plan should address affordable housing needs.
		The traffic model should consider traffic patterns of Saturday sport traffic, farm works, and trucks.
June 19, 2007	Saviers Road Design Team	The Background Report should correct the locations of Liquid Natural Gas (LNG) pipelines and projects.

Note: EIR = environmental impact report

Draft PEIR

This document, the appendix, and documents incorporated by reference constitute the Draft PEIR. The Draft PEIR contains a description of the project, discusses potential project impacts, discusses measures (draft general plan policies and/or new or revisions to draft general plan policies) to be implemented that mitigate impacts found to be significant, as well as analyzes several project alternatives. As previously described, the Project included the preparation of several key documents, with preparation of the Draft PEIR intended to incorporate and build on the environmental setting and technical analysis provided in several of these key documents. Consequently, several of these key documents are included as appendices to the Draft PEIR, including the Background Report (Appendix B, under separate cover, of the Draft PEIR).

As required by CEQA, this Draft PEIR focuses on significant or potentially significant environmental effects (CEQA Guidelines Section 15143). Comments received on the NOP helped to further refine the list of environmental issues to be evaluated in this PEIR. Please see Section 1.4, Reader's Guide to the PEIR for additional information related to the scope and organization of the Draft PEIR.

The impacts analyzed in this PEIR, including those considered to be less than significant, are summarized in Table ES-3 of the Executive Summary.

Public Review of the Draft PEIR

This document will be circulated to numerous agencies, organizations, and interested groups and persons for comment during the 45-day public review period for the Draft PEIR. A public notice will be posted on the City's 2030 General Plan website (<www.westplanning.com/docs/oxnard>). The Draft PEIR, along with copies of documents referenced herein, is also available for public review at the following locations during the review period:

Oxnard Main Library
251 South A Street

South Oxnard Library
4300 Saviers Road

Colonia Branch Library
1500 Camino del Sol #26

Development Services Department, Planning Division
214 South C Street

To obtain a copy of the EIR, please contact Lori Maxfield at 805-385-7858 or by email at lori.maxfield@ci.oxnard.ca.us.

A public workshop to receive comments on the Draft PEIR will also be held during the public review period**.** Additionally, the City will receive public input on the Final PEIR at public hearing(s) with the Planning Commission and City Council before the City Council makes a final decision on the Project. The public hearing(s) will be held on various dates to be separately noticed. Public comment is encouraged during the 45-day public review period, at the public workshop on the Draft PEIR, and at all public hearings before the City of Oxnard Planning Commission and City Council.

Final PEIR, PEIR Certification, and Project Approval

Written and oral comments received in response to the Draft EIR will be addressed in a response to comments document, which, together with the Draft EIR, will constitute the Final EIR. City staff will make recommendations to the Planning Commission and to the City Council. The Planning Commission will also review (and make recommendations to the City Council) the Final PEIR for adequacy and consider it for certification, pursuant to the requirements of Section 15090 of the CEQA Guidelines. Certification consists of three separate but related findings:

- The Final PEIR has been completed in compliance with CEQA.
- The Final PEIR was presented to the decision-making body of the lead agency, and the decision-making body reviewed and considered the information contained in the Final PEIR prior to approving the project.
- The Final PEIR reflects the lead agency's independent judgment and analysis.

If the Planning Commission certifies the Final PEIR and chooses to approve the project, the City Council will then be required to adopt findings on the feasibility of reducing or avoiding significant environmental effects (CEQA Guidelines, Section 15091, subd. (a)) and to adopt a statement of overriding considerations that identifies the project benefits that outweigh the project's significant unavoidable effects (CEQA Guidelines, Section 15093). It is the City's intent to modify the 2030 General Plan document, including the land use and circulation diagrams, to avoid significant impacts identified in the Draft PEIR and/or raised by comments wherever feasible and avoid the need for overriding considerations.

The findings required by Section 15091, subdivision (a), will require the City Council to make one or more of the following three findings with respect to each significant effect identified in this PEIR:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

According to CEQA Guidelines Section 15093, which sets forth the requirements for statements of overriding considerations,:

- CEQA requires the decision-making agency to balance the economic, legal, social, technological, or other benefits of a Project against the feasibility, costs, and impacts of mitigation measures when determining whether to approve the project. If the economic, legal, social, technological, or other benefits outweigh the adverse environmental impacts and/or the mitigations measures are infeasible and undesirable, the adverse environmental impacts may be considered acceptable.
- When the lead agency approves a project that will result in significant adverse impacts identified in the Final EIR that are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action, based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

Public Resources Code Section 21081.6(a)(1), requires lead agencies to "adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." This mitigation monitoring and reporting program (MMRP) should be adopted when the City Council adopts the findings described above. Mitigation measures adopted by the City will take the form of new or modified policies in the 2030 General Plan, wherein Chapter 9, Implementation, then implements the mitigations. This approach is encouraged by the same statute, which, in subdivision (b), states that "conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design." Case law gives the City the option of integrating its MMRP directly into the General Plan. (See *Rio Vista Farm Bureau Center v. County of Solano* (1992) 5 Cal.App.4th 351, 380-381.)

After the Planning Commission certifies the adequacy of the Final PEIR and the City Council approves the Project with the accompanying findings, statement of overriding considerations, and MMRP (Chapter 9), the City will file a Notice of Determination with both the County Clerk of Ventura County and the State Clearinghouse. The posting of the Notice of Determination will initiate a 30-day statute of limitations during which any affected party can initiate litigation challenging the Project on CEQA adequacy grounds.

1.4 Reader's Guide to the Draft PEIR

The 2030 General Plan is composed of five documents, divided into two categories: 1) two intended for formal adoption, and 2) three that are not formally adopted (the PEIR is *certified* by the Planning Commission)

2030 General Plan adopted documents are:

- **2030 General Plan** (February 2009**).** This document is the essence of the General Plan. It contains the goals and policies that will guide future decisions within the City. It also identifies a full set of implementation measures that will ensure the goals and policies of the Project are carried out (Chapter 9). The Goals and Policies Report is Appendix C of this PEIR (under separate cover).

- **2006 -2014 Housing Element** (February 2009). The housing element is in a format prescribed by State Law and has a separate update cycle, also prescribed by State Law. The Housing Element is Chapter 8 of the 2030 General Plan. It may be adopted subsequent to the 2030 General Plan and may require supplemental CEQA review.

2030 General Plan supporting documents are:

- **Background Report** (June 2006). This report provides a detailed description of the conditions that existed within the Planning Area during development of the 2030 General Plan Update. The Background Report was prepared in 2006 and is PEIR Appendix B (under separate cover).

- **Alternatives Report** (June 2006). This report provides a discussion of the land use and development alternatives considered for the Proposed Project and is PEIR Appendix B (under separate cover).

- **Environmental Impact Report** (February 2009). The PEIR prepared for the 2030 General Plan meets CEQA requirements. The Planning Commission, the City Council, the community, and interested public agencies will use the PEIR during their review of the Project to understand the potential environmental implications associated with implementation of the Project. As noted above in Section 1.1, the PEIR relies on the Background Report for existing conditions and the Project is defined as the 2030 General Plan and the 2006-2014 Housing Element. In this sense, this PEIR should be understood to include all three documents.

The Background Report, 2030 General Plan, and PEIR use a consistent numbering system so that readers may find corresponding discussions in each of the documents. For example, existing noise conditions are contained in Section 6.4 of the Background Report City policies related to noise are in Section 6.4 of the 2030 General Plan, and impacts associated with noise conditions are in Section 6.4 of the PEIR.

PEIR Organization

Table 1-3 presents the organization of the PEIR.

TABLE 1-3
REQUIRED ENVIRONMENTAL IMPACT REPORT CONTENTS AND ORGANIZATION OF THE PEIR

Location in the Environmental Impact Report	Requirement (CEQA Section)
Table of Contents	Table of Contents (Section 15122)
Executive Summary	Summary (Section 15123)
Chapter 2.0 Project Description	Project Description (Section 15124)
Chapter 3.0 Community Development 3.1 Introduction 3.2 Land Use 3.3 Urban Design - Community Identity 3.4 Growth Management 3.5 Economic Development	
Chapter 4.0 Infrastructure 4.1 Introduction 4.2 Circulation, Traffic, and Transportation 4.3 Utilities 4.4 Public Facilities and Services 4.5 Parks and Recreation	Existing conditions for each topic are in the Background Report under Separate cover and incorporated by reference as Appendix B
Chapter 5.0 Environmental Resources 5.1 Introduction 5.2 Biological Resources 5.3 Aesthetic Resources 5.4 Cultural Resource 5.5 Agricultural and Soil Resources 5.6 Mineral Resources 5.7 Air Quality/Climate Change 5.8 Energy and Resource Conservation	Significant Environmental Effects of the Project (Section 15126[a]) Unavoidable Significant Environmental Effects (Section 15126[b]) Mitigation Measures (Section 15126[e])
Chapter 6.0 Safety and Hazards 6.1 Introduction 6.2 Geologic, Seismic, and Soil Hazards 6.3 Natural Hazards 6.4 Noise 6.5 Hazardous Materials and Uses 6.6 Transportation Hazards	
Chapter 7.0 Alternatives	Alternatives (Section 15126[f])
Chapter 8.0 Other CEQA Considerations	Cumulative Impacts (Section 15130) Growth-Influencing Impacts (Section 15126[d]) Impacts Found Not To Be Significant (Section 15128)
Chapter 9.0 Report Preparation	List of Preparers (Section 15129)
Chapter 10.0 Bibliography	Organization and Persons Consulted (Section 15129)

Issues Addressed in the PEIR

As part of the CEQA process for the Project, an NOP was prepared and circulated for public comment. On the basis of the analysis provided in the NOP and public input, the scope of environmental resources and issues to be addressed in this PEIR was established. Table 1-3 provides a summary of these key topics. The NOP prepared for this PEIR reported the potential impacts related to implementation of the project, based on information known at the time of its preparation. To help ensure that this PEIR evaluates all topics that may be significantly affected by the project, the topics in the NOP were again reviewed during preparation of the PEIR. A copy of the NOP is included in Appendix A of this Draft PEIR.

Terminology Used in the PEIR

For each impact identified in this PEIR, a statement of the level of significance of the impact is provided. Impacts are categorized in one of the following categories:

- A project impact is considered **beneficial** if it will result in the improvement of a physical condition in the environment (no mitigation required).
- A project impact is considered **less than significant** when it does not reach the identified standard of significance and, therefore, would cause no substantial change in the environment. No mitigation is required for less-than-significant impacts.
- A **significant impact** is a substantial, or potentially substantial, adverse change in the environment. Physical conditions in the area will be directly or indirectly affected by the proposed project. Impacts may be direct or indirect and short-term or long-term. A project impact is considered significant if it reaches or exceeds the City's threshold of significance identified in the PEIR. Mitigation measures may reduce a potentially significant impact to a less-than-significant impact.
- A **significant unavoidable impact** occurs when significant impact cannot be avoided or mitigated to a less-than-significant level even after adopting mitigations, or mitigations are substantially beyond the control of the lead agency, the mitigations are infeasible, the mitigations prevent the substantial achievement of the Project's objectives, and/or the impacts of the mitigations themselves are considered significant and adverse.
- A **mitigation measure** is an action taken to reduce or eliminate significant adverse environmental impacts. In a program level EIR, a mitigation is a policy that directs and commits the city to a position or activity that would reduce the adverse environmental impact to below the threshold of significance.

  The draft PEIR also identifies modified and/or requires or recommends new mitigation measures. The CEQA Guidelines (Section 15370) define a mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

Overall PEIR Approach and Assumptions

As previously described in Section 1.2, "Type of EIR", this PEIR has been prepared as a Program EIR. As a Program EIR, this document focuses on the overall effects of the Project (including build-out of the preferred

Land Use and Circulation Diagram). However, the analysis does not examine in detail the localized effects of potential site-specific projects that may occur under the overall umbrella of the City's land use diagram in future years. In fact, this PEIR assumes that specific development projects and infrastructure improvement proposals submitted to the City may necessitate an independent environmental analysis in accordance with the requirements of CEQA. (For possible means of streamlining such review, see Section 1.2.) The nature of general plans is such that many proposed policies are intended to be general, with details to be later determined during the implementation phases of the general plan. Consequently, many of the impacts and mitigation measures can only be described in general or qualitative terms.

The analysis provided in the PEIR is based on the following key assumptions:

- **Full Implementation.** This PEIR assumes that all policies in the proposed 2030 General Plan will be fully implemented and all development will be consistent with the preferred Land Use and Circulation Diagram. Key elements of the Project include infill development within the existing City limits and City Urban Limits Boundary (CURB) and some development outside of the CURB, subject to the Save Our Agricultural Resources (SOAR) ordinance.
- **Actions and/or Funding by Other Agencies.** Many local government activities and services rely in part on funding and/or actions by other local, state, and federal agencies. In general, CEQA allows lead agencies to rely on anticipated funding for capital improvements and/or expanded operations where such future activity or funding is a reasonable expectation of another agency. An example is the funding and construction of freeway interchanges to meet projected traffic demand.
- **Mitigations That Are the Responsibility of Other Agencies.** PRC Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2) authorize lead agencies to find that proposed mitigation measures or alternatives are within the responsibility and jurisdiction of another public agency and not the agency making the finding. In limited circumstances, a lead agency may have the responsibility to mitigate outside its geographic jurisdiction if feasible and not precluded by another agency having a similar responsibility under a separate statutory scheme.
- **Build-out in 2030.** This PEIR analyzes build-out of the Project that will occur through 2030, including the demolition and/or continuation of existing uses and structures (i.e. not just new construction). The Project includes policies intended to control the amount and location of new growth. It is understood that development under the Project will be largely incremental, privately sponsored, and in response to market conditions.

Documents Incorporated By Reference

Section 15150 of the CEQA Guidelines permits documents of lengthy technical detail to be incorporated by reference in an EIR. Specifically, Section 15150 states that an EIR may "incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public ...." Incorporated documents are to be briefly summarized in the EIR and made available to the public for inspection or reference. The PEIR prepared for the Project incorporates by reference the documents noted below and includes these documents as appendices to this PEIR. The documents are also available at the City of Oxnard, Development Services Department, Planning Division, 214 South C Street, Oxnard, CA

93030. Summaries of important parts of these documents will be provided throughout this PEIR in appropriate places.

- ***City of Oxnard General Plan Background Report*** **(June 2006)**.
- ***2030 General Plan (Goals and Policies) (*****(February 2009).**
- ***Groundwater Recovery Enhancement and Treatment (GREAT) Program Final Program EIR*** **(May 2004).**
- ***Urban Water Management Plan, with Updates*** **(2005).**

1.5 PEIR Preparation

This PEIR has been prepared by a consulting team led by staff from Environmental Science Associates, under contract to the City of Oxnard. The Draft PEIR has been prepared for the City of Oxnard in accordance with CEQA (Public Resources Code Section 21000 *et seq.*) and the State CEQA Guidelines (14 CCR 15000 *et. seq.*). Staff members from the City of Oxnard and the consulting team who helped prepare this PEIR are identified in Chapter 9, Report Preparation.

CHAPTER 2
Project Description

CHAPTER 2
Project Description

2.1 Introduction

The project analyzed in this PEIR is the Oxnard 2030 General Plan (Project), which includes a preferred Land Use and Circulation Diagrams and an updated Neighborhoods Map. This chapter provides background information regarding the regional location of the City, describes what comprises a general plan in California, as well as the policy development process, General Plan objectives, and key themes/components of the Project. Additional details are provided in the 2030 General Plan (Appendix C under separate cover). Project alternatives are described in Chapter 7.

2.2 Project Setting

Regional Location

The City of Oxnard is located on the central coast of Ventura County (see Figure 2-1). The City is located 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. Oxnard's Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season combine to provide favorable agricultural conditions in the surrounding Oxnard plain. As the largest city in Ventura County, Oxnard is a combination of a coastal destination, business center, and the center of a regional agricultural industry.

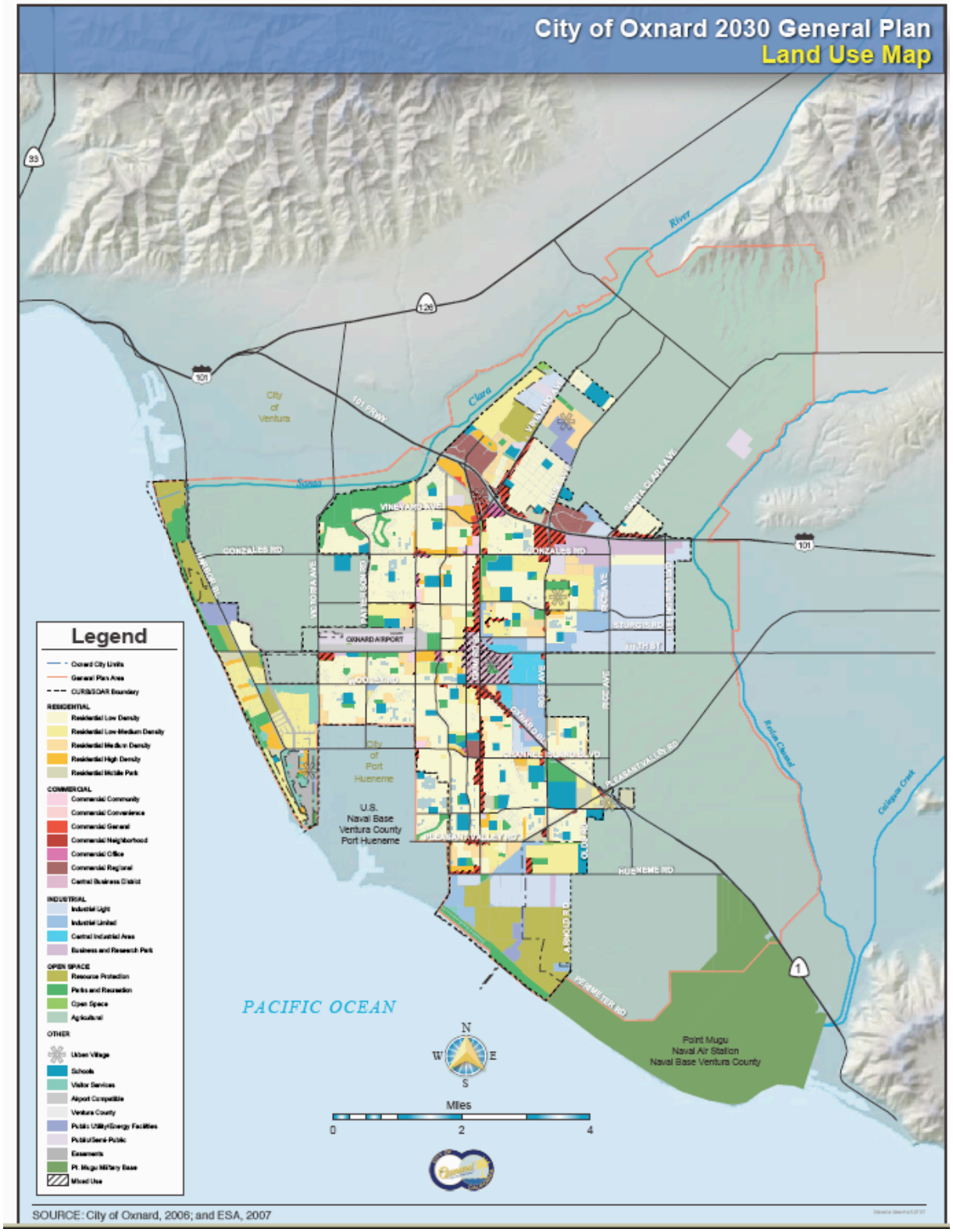
Planning Boundaries

According to State law, a city must consider a planning area that consists of land within the city and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." As currently proposed, the Project's Planning Area encompasses all of the land inside the City Limits, the existing City Urban Limits Boundary (CURB), and additional unincorporated land areas that may influence future planning efforts. The Planning Area for the Project is shown in Figure 2-2 and covers an area consisting of approximately 41,200 acres. The western boundary extends north along the Pacific Ocean Coast from the northern boundary of the Ventura County Naval Base, around the City of Port Hueneme, to the Santa Clara River. The northern boundary begins at the coast and extends east-northeast along the Santa Clara River. Approximately one mile east-northeast of Wells Road, the boundary heads directly east across the Santa Clara River for approximately three miles before the boundary turns south.

Figure 2-1


VENTURA COUNTY
Hungry Valley St Vehicular Park
Los Padres National Forest
Sespe Condor Sanctuary
Wheeler Springs
Meiners Oaks
Mira Monte
Ojai
Oak View
Casitas Springs
Santa Paula
Sespe
Fillmore
Piru
Ventura
Saticoy
Montalvo
El Rio
Oxnard
Channel Islands Beach
Port Hueneme
Camarillo
Somis
Moorpark
Santa Susana
Simi Valley
Santa Monica Mountains National Recreation Area
Oak Park
Casa Conejo
Thousand Oaks
Point Mugu State Park
Solomar
Channel Islands National Park
33
150
126
23
118
101
1
0
10
Miles

Figure 2-2


City of Oxnard 2030 General Plan
Land Use Map
Legend
Oxnard City Limits
General Plan Area
CURB/SOAR Boundary
RESIDENTIAL
Residential Low Density
Residential Low-Medium Density
Residential Medium Density
Residential High Density
Residential Mobile Park
COMMERCIAL
Commercial Community
Commercial Convenience
Commercial General
Commercial Neighborhood
Commercial Office
Commercial Regional
Central Business District
INDUSTRIAL
Industrial Light
Industrial Limited
Central Industrial Area
Business and Research Park
OPEN SPACE
Resource Protection
Parks and Recreation
Open Space
Agricultural
OTHER
Urban Village
Schools
Visitor Services
Airport Compatible
Ventura County
Public Utility/Energy Facilities
Public/Semi-Public
Easements
Pt. Mugu Military Base
Mixed Use
PACIFIC OCEAN
U.S. Naval Base Ventura County Port Hueneme
Point Mugu Naval Air Station Naval Base Ventura County
City of Ventura
City of Port Hueneme
OXNARD AIRPORT
GONZALES RD
VINEYARD AVE
SANTA CLARA AVE
VENTURA RD
MOORPARK RD
ROSE AVE
SAVIERS RD
STURGIS RD
5TH ST
WOOLEY RD
CHANNEL ISLANDS BLVD
ROBERTSON RD
HUENEME RD
ARNOLD RD
PERIMETER RD
101 FREEWAY
Santa Clara River
Revlon Channel
Calleguas Creek
N
W
E
S
Miles
0
2
4
SOURCE: City of Oxnard, 2006; and ESA, 2007

The boundary follows Beardsley Wash for approximately three miles until it reaches Highway 101. At this point, the boundary travels along Highway 101 for approximately a half mile then turns south. North of 5th Street, the boundary again follows Beardsley Wash and the Revlon Slough. The boundary then turns southwest and crosses Highway 1 and passes west through the Ventura County Naval Base. The boundary continues along the northern boundary of the Ventura County Naval Base and Port Hueneme towards the Pacific Ocean.

2.3 Project Description

General Plans in California

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). Each general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open-space, conservation, safety, and noise as identified in State law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303).

Together, the seven mandated elements of a general plan in California form a comprehensive set of planning policies. These seven elements, along with a summary of the primary objectives addressed within the elements, are identified in Table 2-1.

TABLE 2-1
SUMMARY OF THE SEVEN MANDATED GENERAL PLAN ELEMENTS

Element	Primary Objectives
Land Use	Provides the general distribution and intensity of land uses within the planning area.
Circulation	Identifies the general location and extent of existing and transportation facilities and utilities.
Housing	Includes a comprehensive assessment of current and future housing needs for all segments of the City population, as well as a program for meeting those needs.
Open Space	Provides measures for the preservation of open space, for the protection of natural resources, the managed production of resources, and for public health and safety.
Conservation	Addresses the conservation, development, and use of natural resources.
Safety	Establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildlife hazards, and air quality.
Noise	Identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A comprehensive general plan provides the City with a consistent framework for land use decision making. The general plan has been called the "constitution" for land use development to emphasize its importance to land use decisions. Once a general plan is adopted, its maps, diagrams, and development policies form the basis for City zoning, subdivision, and public works actions. Under California law, no specific plan, area plan/community plan, zoning, tentative subdivision map, development agreement, conditional use permit, or public works Project may be approved unless the City finds that it is consistent with the adopted general plan.

The existing 2020 General Plan was adopted in November 1990 and contains 11 elements: Growth Management, Land Use, Circulation, Public Facilities, Open Space/Conservation , Safety, Noise, Economic Development, Community Design, Parks and Recreation, and Housing. The City has reorganized the 2030 General Plan into four broad chapters after the Introduction (1): Community Development (3), Infrastructure and Community Services (4), Environmental Resources (5), and Safety and Hazards (6) (see Table 2-2) within which are all mandatory elements, except Housing, and five 2020 General Plan optional elements (Growth Management, Economic Development, Community Identity, Parks and Recreation, and Public Facilities). The 2030 General Plan also includes three new chapters: Sustainable Community (2), Military Compatibility (7), and Implementation (9). The Housing element is Chapter 8.

Table 2-2
2020 to 2030 General Plan Correspondence

Required Element	2020 General Plan	2030 General Plan
	I. Introduction	Chapter 1
	II. The General Plan Process	Chapter 1
	III. Regional Planning Framework	Chapter 1
		Chapter 2, Sustainable Community (new)
	IV. Growth Management Element	Chapter 3, Section 3.4
X	V. Land Use	Chapter 3 Sections 3.1 to 3.3
X	VI. Circulation	Chapter 4, Section 4.4
X	VII. Public Facilities	Chapter 4, Sections 4.5 and 4.6
X	VIII. Open Space and Conservation	Chapter 5
X	IX. Safety	Chapter 6
X	X. Noise	Chapter 6
	XI. Economic Development	Chapter 3, Section 3.6
	XII. Community Design	Chapter 3, Section 3.5 Chapter 5, Section 5.6
	XIII. Parks and Recreation	Chapter 4, Section 4.7
		Chapter 7, Military Compatibility (new)
X	XIV. Housing	Chapter 8
	Within each chapter	Chapter 9 (new)

Purpose of the General Plan Update

The Project is intended to address changes in the City since preparation of the current 2020 General Plan. The Project establishes a planning framework and goals and policies through the year 2030 and replaces the existing 2020 General Plan in its entirety.

The City began its update process for the Project in 2002 with a visioning exercise, followed by a detailed technical and policy review of the existing General Plan. The need for a new general plan is a result of the City determining that the current plan no longer meets several of the City's key needs, including addressing planning concerns and addressing recent Project proposals and population growth within the City. In addition, several new initiatives are such as the North Expansion Area for affordable and workforce housing.

2030 General Plan Objectives

The Project presents several key objectives that were identified and considered by the City based on various General Plan themes and input received from City stakeholders during public visioning workshops held early in the planning process. These objectives include the following:

- Minimize the loss of agricultural land.
- Population projections in a range of 238,000 to 286,000 people.
- Provide a broader range of workforce and affordable housing opportunities.
- Updated traffic level of service information and mobility implications of land use decisions.
- Provide options for better usage of land – such as infill or mixed use development.
- Protect existing land uses from incompatible development.
- Address recent environmental issues such as green house gases, long-term water supply and conservation, and alternative energy sources.
- Satisfy State-mandated planning targets for creating opportunities for affordable housing.
- Anticipate possible effects of regional planning required under recently enacted AB375.

The Oxnard 2030 General Plan

This section presents key themes behind development of the general plan, the general plan land use diagram and general plan land use classifications.

General Plan Themes

Based on community input received during the public participation process and an analysis of existing conditions in the city (as of 2005 overall – 2007 for traffic), the objectives identified above and the

following themes presented in Table 2-3 were identified and used to develop the goals, policies, and implementation programs for the Project including the Land Use and Circulation Diagrams.

TABLE 2-3
KEY THEMES OF THE GENERAL PLAN

Quality of Life	Future development should continue to support the City as a safe, friendly, beach community, with a diverse, family-oriented population. Community assets include the surround greenbelts, agricultural areas, climate, coast, proximity to Los Angeles, and the natural environment (wetlands, beaches, sensitive habitats).
Growth	Growth should be carefully managed to ensure the provision of adequate public services and protection of valuable open space and agricultural lands. The Save our Agricultural Resources (SOAR) program is important to the community and should be maintained or extended.
Development	Future development opportunities should include a range of housing opportunities including workforce housing, affordable housing for low-income families, and housing for senior citizens.
Tourism	Tourism is a key component to the Oxnard economy and a critical component of the community's identity. Commercial and recreational assets, such as the Channel Island Harbor and Ormond Beach wetlands, should be promoted as tourist destinations.
Community Design	Community design elements are integral to sustaining and developing a distinct identity for the City of Oxnard and its unique neighborhoods and cultural areas. Elements most in need of improvement and expansion include landscaping, pedestrian linkages, and the quality of design.
Mobility	The provision of adequate circulation and mobility is integral to the quality of life experienced within the community. Enhancing public transportation, reducing congestion, increasing bicycle and pedestrian opportunities, and improving traffic synchronization and patterning were identified as key mobility issues.
Housing	The purpose of this Housing Element is to establish housing goals, policies, and programs that respond to local housing conditions and needs. The unique housing requirements of lower-income households and identified special needs groups are given particular attention. Once housing needs are identified, resources and constraints are developed to meet those needs, while also striving to preserve, conserve, and rehabilitate existing and future housing.
Recreation	Entertainment and recreational opportunities are important to the community. Recreational needs of the greatest importance include youth centers/activities, soccer fields, senior resources, and new and improved park facilities.
Agriculture	The continued preservation of agricultural lands, uses, and greenbelt areas that promote community identity and economic benefits to the City and the regional economy.
Culture	There is a strong commitment to the cultural heritage and historical background of the community. Programs should be designed and encouraged to revitalize and redevelop older neighborhoods, promote neighborhood identity, and provide increased access to services.

General Plan Land Use Diagram

The preferred Land Use and Circulation Diagram is shown in Figure 2-2. The diagram designates the general location, distribution, and extent of land uses through build out of the 2030 General Plan. As required by State law, land use classifications, shown in specific color patterns, letter designations, or labels on the land use diagram, specify a range of a housing density and building intensity for each land use type. These standards also allow for various circulation and utility infrastructure needs to be determined. The preferred Land Use and Circulation Diagram is a graphical representation of the various planning concepts and guiding principles described above.

General Plan Land Use Classifications

The following land use classifications and designations were developed for the Project, with a note of what changes were made (if any) compared to the 2020 General Plan (*in italics*).

Residential

Low Density Residential

Allowed uses: single-family detached and attached residential units. Also includes patio and "zero lot line" homes and planned unit developments. *Rural Residential and Very Low Density designations are now included in this category.*

- Maximum dwelling units per gross acre: up to 7 du/acre.

Low-Medium Density Residential

Allowed uses: low-rise apartments or condominiums and higher density detached and attached single-family residences. *No change from 2020 General Plan.*

- Maximum dwelling units per gross acre: 7 to 12 du/acre.

Medium Density Residential

Allowed uses: mid-rise garden apartments and condominiums and other forms of attached housing. *No change from 2020 General Plan.*

- Maximum dwelling units per gross acre: 12 to 18 du/acre

Medium-High Density Residential

Allowed uses: mid-rise apartment buildings, usually with ground or sub-surface parking. *This was previously the High Density designation.*

- Maximum dwelling units per gross acre: 18 to 30 du/acre.

High Density Residential

Allowed uses: mid- to high-rise apartment buildings, preferably as part of a mixed-use or "village" area. *This is a new designation that has not yet been applied to any location in the City.*

- Maximum dwelling units per gross acre: 30 units or more per acre.

Mobile Home Residential

Allowed uses: mobile home parks. *Two mobile home park designations were combined into one.*

- Maximum dwelling units per gross acre: up to 7 du/acre.

Commercial/Office

General

Allowed uses: one-story retail centers and free-standing commercial uses along arterials may also include office uses and residential uses. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.35:1
- Maximum dwelling units per gross acre: up to 18 du/acre for office uses and residential.

Convenience

Allowed uses: limited retail and other commercial services primarily oriented towards and compatible with nearby residential areas, typically one-story, up to 26,000 square feet in size and are located on property of up to two acres in size. Residential use is not allowed. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.30:1

Neighborhood

Allowed uses: a wider range of services oriented toward two or more residential neighborhoods, typically with a supermarket anchor. These one-story centers typically range up to 80,000 square feet in size, occupy from two to six acres, and are located on an arterial. Residential uses are permitted. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.30:1
- Maximum dwelling units per gross acre: up to 18 du/acre for residential.

Community

Allowed uses: usually has two or more anchor retailers, one- and two-story, and range in size up to 265,000 square feet on 20 acres. These centers are located at intersections of arterials. Residential uses are allowed. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.30:1
- Maximum dwelling units per gross acre: up to 18 du/acre for residential.

Regional

Allowed uses: shopping centers with up to 3 million square feet on as much as 100 acres. Can include offices, hotels, and other service areas. Residential uses are also allowed. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): up to 0.60:1
- Maximum dwelling units per gross acre: up to 18 du/acre for residential.

Visitor Serving

Allowed uses: retail and service uses oriented to tourists and visitors to coastal attractions. Residential uses are also allowed. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.30:1
- Maximum dwelling units per gross acre: up to 60 du/acre for residential.

Central Business District

Allowed uses: retail and office uses in the downtown area. Special architectural and site design guidelines apply. Residential uses are also allowed. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 1.5:1. Office uses may not exceed 3:1
- Maximum dwelling units per gross acre: up to 39 du/acre for residential.

Office

Allowed uses: located along arterials and between arterials or retail commercial uses and residential areas. Limited related retail and service uses may be allowed. Residential uses are also allowed. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.60:1
- Maximum dwelling units per gross acre: up to 18 du/acre for residential.

Industrial

Business and Research Park

Allowed uses: fully conditioned buildings devoted either exclusively or in part to office and research and development uses. Retail and service facilities may also be established in free-standing buildings or as part of multi-use developments. High development standards (landscaping, architecture, etc.) apply to business and research parks which are oriented towards major transportation features. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.60:1

Limited

Allowed uses: Light manufacturing, assembly, and warehousing uses developed to higher development standards than may be found in other industrial zones. All activity occurs within buildings with the exception of incidental storage. Residential, office and limited retail activities related to the principal manufacturing, wholesale, or warehousing use may be allowed. Uses serving employees and tenants of industrial parks are permitted. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.45:1.

Light

Allowed uses: manufacturing uses where the principal activity occurs within a building, but also permits incidental light outdoor assembly, fabrication, and storage. Uses must follow high development and performance standards. Wholesale and retail sales of large commodities related to warehousing or service uses on-site may also be permitted. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.45:1 for manufacturing. 0.60:1 for warehousing.
- Maximum dwelling units per gross acre: up to 18 du/acre for residential.

Central Industrial Area

Allowed uses: characterized by uses which often involve outdoor use and storage. Agricultural processing and vehicle and equipment storage and repair predominate in this area. In order to be compatible with the adjacent CBD and redevelopment plans, higher development standards may be applied to new uses and the rehabilitation of existing uses. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.40:1.

Public Utility/Energy Facilities

Allowed uses: applies to the electrical generating and transmission facilities and facilities related to offshore energy development. Due to the uniqueness of these types of facilities, the development intensity is established on an individual basis. *No change from 2020 General Plan.*

Open Space

Agriculture

Allowed uses: row and tree crops, livestock feed, grain products for cosmetic and other uses, ornamental horticulture (green houses, nurseries, etc.), hydroponic agriculture and the growing of sod. *No change from 2020 General Plan.*

Resource Protection

Allowed uses: sensitive habitats such as wetlands, dunes, and riparian areas found primarily in the Coastal Zone and along the Santa Clara River. *No change from 2020 General Plan.*

Parks

Allowed uses: State, City and County beaches and beach parks, regional parks, community parks, neighborhood parks, special purpose facilities, golf courses, athletic fields, and open space areas adjacent to improved parks or trails. *No change from 2020 General Plan.*

Open Space

Allowed uses: Lands that should remain as passive and active recreation uses, resource management, flood control management, and public safety such as wildlife habitats, wetlands, stormwater management facilities, and buffer zones separating urban development and ecologically-sensitive resources. *No change from 2020 General Plan.*

Other Land Uses

Public/Semi-Public

Allowed uses: private, quasi-public, and public buildings and facilities owned by the City, County, State, Federal agencies, or other organizations that serve the general public. The Civic Center, medical centers, community centers, City yards, libraries, fire stations, and public and private schools as well as privately owned institutions of a public nature such as cemeteries and hospitals. *No change from 2020 General Plan.*

Airport Compatible

Allowed uses: low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of persons to hazards from aircraft. Airport compatible uses need not be directly related to or dependent upon the adjacent airport. *No change from 2020 General Plan.*

- Maximum floor area ratio (FAR): 0.40:1

Urban Village Designation

Allowed uses: applies to the expanded Central Business District and four other areas as shown on the land use diagram. Urban Village may incorporate multiple land uses (such as residential/retail/office) within one or more structures, allowing persons to live near their place of employment and/or support services. Urban Villages should occur in the designated City areas but need not occur on every individual parcel within the area. The integration of land uses is intended to provide a pedestrian orientation to reduce trips and vehicle miles traveled in order to improve air quality and energy conservation. Vertically integrated urban village buildings are encouraged on major arterials. Mixed use developments outside of the CBD area are subject to City Council approval of a specific or strategic plan and appropriate environmental review. *This is a new use designation.*

- Maximum floor area ratio (FAR): 0.30:1 for commercial uses. 0.65:1 for BRP uses.
- Maximum dwelling units per gross acre: up to 50 du/acre for residential.

School

This designation is for campuses of the elementary and secondary public school districts that serve Oxnard. Other educational facilities and post-secondary institutional uses are included under the Public/Semi-Public designation. *This is a new land use designation.*

Height Overlay District

All new structures and/or remodels are limited to six stories except in areas designated as Low Density Residential, Low-Medium Density Residential, Mobile Home Park, and Airport Compatible which are limited by their respective height standards. All entitlements that exceed six stories as of the adoption of the 2030 General Plan are exempt from the Height Overlay District unless major modifications are proposed that create new development of six stories or more. Development located within the Height Overlay District may be permitted to exceed six stories by application and/or as part of an Urban Village specific plan or strategic plan. Entitlement to exceed six stories may include an impact fee and/or equivalent mitigation as required by the City Council. The granting of additional stories may require environmental review that includes shade and shadow and local wind impact analyses. *This is a new land use designation.*

Build out under the Preferred Land Use Diagram

Full development under the Project is referred to as "build out". This section describes the implications of 2030 General Plan buildout in terms of demolitions, continuation, and new housing, commercial, industrial, public, and other development; the uses inherent to that development; and the population living, working, and/or visiting the City. Under the preferred Land Use and Circulation Diagram, adequate land is provided by this General Plan to accommodate anticipated housing and employment needs through 2030. Development is identified in two areas outside of the CURB boundary, possibly subject to subsequent voter approval.

The Project does propose an expansion of Oxnard's city limits and amendment of the CURB, subject to voter approval as applicable. Project build out will occur within the City limits and/or the CURB boundary, to be amended to include the Northeast Expansion Area (north or El Rio and east Vineyard Avenue) and the north side of the Del Norte Blvd/Highway 101 interchange. Overall, the primary change is focused on infill development within the City (see Table 2-4 for a summary of these changes). Some of the major changes and trends identified in Table 2-4 that are expected to occur through 2030 include:

- An increase in "Residential" land uses;
- A small increase in "Industrial" land uses (with a decrease in lands designated for Business and Research Park uses);
- An increase in "Agricultural" land uses. In 2005, a majority of the land designated as "Other" consists of agricultural land, which accounts for the large difference between 2005 and 2030 land

designated as "Agricultural" when some of the "Other" land use was reclassified as "Agricultural";

- An increase in "Open Space";
- An increase in "Schools", which corresponds with an increase in development of new residential land uses;
- An increase in "Public Utility/Energy Facility" land as a result of creating a separate land use category specifically for those uses;
- A decrease in commercial land, which is somewhat offset by the designation of land as "Central Business District (Expansion)" that is partly comprised of commercial land uses;
- A decrease in "Public/Semi-Public" land as a result of reclassifying a majority of this land as "Public Utility/Energy Facility".
- A decrease in "Other/Unclassified" land, as stated above, that is a result of reclassifying a majority of this land as "Agricultural" or other open space land uses.

Table 2-4 compares the 2005 land uses to 2030 Project land uses. Under buildout of the 2030 General Plan, open space and related land uses (including agricultural) account for approximately 26,000 acres, the majority of acreage within the Planning Area. Residential land uses account for over 7,300 acres within the Planning Area. Industrial land uses cover 2,960 acres. Other types of land uses account for approximately 3,000 acres in the Planning Area.

TABLE 2-4
2030 GENERAL PLAN LAND USES COMPARED TO 2005 USES

Designated Land Use	2005 Planning Area Acreage[1]	2030 Planning Area Acreage[1]
Residential		
Residential	6,631	7,330
Commercial		
Commercial	1,436	1,305
Central Business District	0.07	208
Industrial		
Industrial	2,165	2,351
Business and Research Park	569	389
Central Industrial Area	240	220
Open Space		
Agriculture	19,441	23,247
Open Space	21	63

TABLE 2-4
2030 GENERAL PLAN LAND USES COMPARED TO 2005 USES

Designated Land Use	2005 Planning Area Acreage[1]	2030 Planning Area Acreage[1]
Resource Protection	608	1,420
Parks/Recreation	2,344	1,400
Other		
Airport Compatible	251	214
Public/Semi-Public	1,201	380
Public Utility/Energy Facility	0	302
Schools	733	860
Easement	0	399
Other/Unclassified	5,592	72
Ventura County	0	1.5
Point Mugu	0	567
TOTAL	**41,232**	**40,729**

[1]Does not include waterways, rights-of-ways, or other non designated areas that can't be developed
[2] Commercial consists of Commercial Community, Commercial Convenience, Commercial General, Commercial Neighborhood, Commercial Office, and Commercial Regional.
[3] Industrial includes Industrial Light and Industrial Limited.

Implementation of the 2030 General Plan

The Project includes an implementation plan (Chapter 9) that will be used for future planning and budgeting efforts. The implementation plan and schedule will be updated annually as part of the General Plan, Housing Element, and budget review process. As part of the Project, the City is also providing a review and update of its various development-related fee programs.

Required Approvals

City of Oxnard

As the lead agency under CEQA, the City Planning Commission will consider certification of the Final PEIR and recommend that the City Council adopt the Project, including the Land Use/Circulation Diagram. As previously described, this PEIR will also be used as a first-tier environmental document for the subsequent environmental review of a variety of City Projects including future specific plans, infrastructure improvements, general plan amendments, annexations, CURB amendments, and other local development Projects. As these specific Projects are defined, additional city review and approval will be required prior to their implementation. Additional approvals may also be required by a variety of local, state, and federal agencies for the purposes of specific permitting reviews and approvals. For instance, the Regional Water Quality Control Board may be required to approve applications for waste discharge requirements associated with future development Projects. Furthermore, the Ventura County Local Agency Formation Commission will have to approve various boundary changes necessitated by development contemplated beyond the City's current (2009) municipal boundaries. Voter approval may

be required for CURB amendment(s). Other agencies may be involved in subsequent implementation actions.

CHAPTER 3
Community Development

CHAPTER 3
Community Development

3.1 Introduction

In preparing the various documents for the Project, a common chapter numbering system was used in preparing key general plan documents to allow readers the ability to easily find related information through out the various documents. In the Background Report, Chapter 3.0 is Community Development which provides environmental setting and regulatory information on a variety of topics (i.e., land use, economic development, etc.) that help shape the future growth and physical development of the City. The 2030 General Plan provides goals and policies that assist the City in addressing these same topics and to ensure that incompatible, conflicting, and damaging land use arrangements are prevented to avoid compromising the overall character of the community. This chapter discusses the potential impacts of the Project on these same topics including:

- Land Use (Section 3.2),
- Urban Design - Community Identity (Section 3.3),
- Growth Management (Section 3.4), and
- Economic Development (Section 3.5).

Acronyms

- Accident Potential Zone (APZ)
- Airport Comprehensive Land Use Plan for Ventura County (ACLUP)
- Airport Land Use Commission (ALUC)
- Airport Land Use Compatibility Plan (ALUCP)
- California Department of Transportation (Caltrans)
- California Environmental Quality Act (CEQA)
- Camarillo Airport (CMA)

- Clear Zone (CZ)
- Community Noise Equivalent Levels (CNEL)
- City Urban Restriction Boundary (CURB)
- Extended Traffic Pattern Zone (ETPZ)
- Federal Aviation Administration (FAA)
- Federal Aviation Regulation (FAR)
- Habitat Conservation Plans (HCP)
- Height Restriction Zones (HRZ)
- Local Coastal Plan (LCP)
- National Plan of Integrated Airport Systems (NPIAS)
- Natural Community Conservation Plans (NCCP)
- Naval Air Station (NAS)
- Outer Safety Zone (OSZ)
- Oxnard Airport (OXR)
- Program Environmental Impact Report (PEIR)
- Public Utility Code (PUC)
- Runway Protection Zone (RPZ)
- Santa Paula Airport (SZP)
- Save Open Space and Agricultural Resources (SOAR)
- Southern California Association of Governments (SCAG)
- Traffic Pattern Zone (TPZ)
- Ventura County Air Pollution Control District (VCAPCD)
- Ventura County Transportation Commission (VCTC)

3.2 Land Use

Environmental and Regulatory Setting

Chapter 3.0 of the Background Report (Appendix B under separate cover) provides a detailed description of the existing land use context as of 2005 for the Project. It includes a description of the 2020 General Plan including the land use diagram, zoning, and existing land use. It also includes a discussion of adjacent city plans and a summary of regional, state, and federal plans that may both affect and/or be affected by land use planning decisions in the City of Oxnard.

NOP Comments Considered

As a result of comments received during the NOP public scoping phase of the Project, specific land use issues have been considered as part of the impact analysis (see Table 1-1 of Chapter 1.0). For example, the Southern California Association of Governments (SCAG) stated that the PEIR should identify the Project's consistency with relevant SCAG policies. The California Department of Transportation (Caltrans), Division of Aeronautics stated that the Project should comply with the adopted airport land use compatibility plan for Oxnard Airport and avoid incompatible land use encroachment on airport facilities. Comments submitted by attendees at the City Council study sessions also stated that the PEIR should comply with the Save Open Space and Agricultural Resources (SOAR) ordinance and identify infill and refill development opportunities.

Impact Methodology

Land use impacts are described qualitatively. Land use changes enabled by the Project were compared to the existing level of development on lands within the Planning Area. The analysis also considered the compatibility of land uses proposed next to each other within the expanded growth area.

The Preferred Land Use and Circulation Diagram is presented in Chapter 2 of this Draft EIR. The intent of the Project is to create land use patterns without imposing a nuisance, hazards, or unhealthy conditions upon adjacent uses. Implementation of the Project would create better connections between neighborhoods and commercial centers with new or improved circulation features, and therefore, would not create a land use pattern that physically divides an established community. The Project would not displace substantial numbers of housing or people. In fact, the Project would accommodate additional housing and employment opportunities that are expected due to natural demographic growth and continued economic growth. The Project would be consistent with existing land use policies and regulations. Uses within development areas are expected to be compatible with one another because 2030 General Plan policies establish requirements for compatible development.

Standards of Significance

The Project will continue past and introduce new development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect;
- Result in land uses that are not compatible with any applicable airport land use compatibility plan;
- Conflict with any applicable habitat conservation plan or natural community conservation plan; or
- Physically divide an established community.

Impacts and Mitigation Measures

Impact 3.2-1: The Project could conflict with other applicable adopted land use plans.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Project provides a citywide growth strategy and guidance for future development (as identified in the Preferred Land Use and Circulation Diagram) in the City of Oxnard. An inconsistency with an adopted plan is not by itself considered a significant impact. The inconsistency must relate to a physical environmental impact to be considered significant under CEQA. Although no specific projects or actions have been identified with the Project that would result in any direct or indirect physical change in the environment, future actions and/or developments are anticipated that could result in conflicts with other adopted plans. The following is an analysis of the Project's effect on other applicable land use plans.

Habitat Conservation Plans (HCP) and Natural Community Conservation Plans (NCCP)

Neither an HCP nor an NCCP has been prepared for a jurisdiction that would apply to the Oxnard Planning Area. As such, no conflict between the policies and goals of the Project and the policies of an adopted HCP or NCCP exist. Consequently, there is no impact.

Local Coastal Plans

Policies associated with the Project have been designed to promote consistency with other appropriate planning documents, including the *Oxnard Coastal Land Use Plan*. The California Coastal Act, which was passed in 1976, requires that local coastal plans (LCPs) be prepared by each local coastal jurisdiction. The City of Oxnard prepared its first coastal plan in February of 1982, and the most recent update occurred in May of 2002. The goal of the *Coastal Land Use Plan* is to preserve coastal resources by protecting sensitive habitats, enhancing marine resources, and restricting development to areas that have been previously disturbed. The City has adopted a Coastal Zoning Ordinance to implement and enforce the *Coastal Land Use Plan*.

LCP policies apply to an area designated as the Coastal Zone. The width of the Coastal Zone fluctuates anywhere from a quarter of a mile at its narrowest point, to almost three miles at its widest. The Oxnard Coastal Zone extends south from the Santa Clara River, and continues southeast to Victoria Avenue, and then turns east on West Channel Islands Boulevard. From Channel Islands Boulevard, the boundary then turns south and cuts through the City of Port Hueneme. The Coastal Zone then turns southeast and continues to parallel the coastline until it reaches Oxnard's southern city limits. City land uses that are affected by the policies contained within the LCP include agriculture, housing, marina and commercial fishing, residential, parks and recreation, resource protection, industrial, and public utility land uses.

Policies and goals established as part of the Project have been drafted in order to comply with the policies of the LCP, which take precedent over the 2030 General Plan policies within the Coastal Zone, if they are in conflict. Proposed land use designations within the Coastal Zone remain unchanged with the exception of an increase in Resource Protection uses near the Ormond Beach area and the designation of an Urban Village on the east side of the harbor along Victoria Avenue. Specific policies included under the Project, such as Policy ER-9.1 and ER-9.2 in the Environmental Resources Element, have been established in order to promote the continued preservation of the City's shoreline resources (see table below). The City will continue to comply with natural resource objectives administered by the Office of Coastal Zone Management and the *Coastal Land Use Plan*. Therefore, implementation of the Project (including the adoption of the policies and implementation measures identified below) is not anticipated to conflict with the City's *Coastal Land Use Plan.* Proposed land use changes in the Coastal Zone are not effective until and unless certified by the Coastal Commission subsequent to the City's adoption of the Project.

Other Plans and Policies

Environmental Policies. The Project has been developed to protect and enhance the City's natural and cultural resources. Specific topics addressed under the Project include open space, agricultural resources, biological resources, water resources, coastal resources, air quality, and

energy consumption. As provided in the Goals and Policies Report, the Project contains the most comprehensive and up-to-date environmental policies for the City of Oxnard and in most cases is considered consistent with regional environmental goals including those established by the Ventura County Air Pollution Control District (VCAPCD) and the City's *Coastal Land Use Plan* (see table below).

Land Use Designations. The Project has been developed with the goal of insuring that future growth will occur in an orderly manner that minimizes a variety of land use conflicts. The intent of the Project is to create a city in which land uses exist and function without imposing a nuisance, hazard, or unhealthy condition upon adjacent uses. Commercial, residential, and office uses are usually compatible if building scale and character are consistent, pedestrian connections are provided, and auto-oriented uses are limited. Uses within development areas are expected to be compatible with one another because General Plan policies establish requirements for compatible development, including buffering, screening, controls and performance standards, as demonstrated by policies CD-4.1 "Mitigate Land Use Conflicts", CD-5.1 "Industrial Clustering", CD-5.2 "Compatible Land Use", and CD-6.1 "Agricultural Buffers" (see table below).

Other Agencies. With respect to other agencies/jurisdictions that have land use authority on lands adjacent to the City of Oxnard boundaries, implementation of the Project will not result in substantial conflicts with the land use plans of those agencies, as the Project is intended to guide development only within the City of Oxnard boundaries. Furthermore, the establishment of Greenbelt Agreements between the cities of Ventura to the north and Camarillo to the east has ensured that the growth of the City of Oxnard remains confined within its current urban boundary, and does not encroach or conflict with the land use goals of other jurisdictions, with the exception of the Northeast Expansion Area and the area adjacent to the Del Norte Boulevard/101 interchange.

Additionally, as shown in the table below, the City has incorporated applicable regulatory guidance from State or other regional agencies which could have jurisdiction over key resources in the Planning Area. For air quality issues, these regional agencies include the Ventura County Air Pollution Control District and the California Air Resources Board (see Policy ER-17.14 "Use VCAPCD Air Quality Assessment Guidelines" and Policy ER-17.13 "Support Regional Attainment Plans"). For water resource and quality issues, the City is required to comply with the Countywide Storm Water Quality Management Program and the Federal Clean Water Act that regulates discharge of pollutants into waters of the US. Policies that support these actions include Policy ER-5.2 "Point Source Control Program".

Community Development Element	Environmental Resources Element
Policies designed to minimize this impact through the continued coordination with federal, State, and other local agencies (regulatory and non-regulatory) responsible for addressing regional land use and environmental issues include the following:	
CD-1.8 Natural Resource Conservation CD-4.1 Mitigate Land Use Conflicts CD-5.1 Industrial Clustering CD-5.2 Compatible Development CD-6.1 Agricultural Buffers	ER-3.2 Review of Development Proposals ER-3.3 Require Mitigation Measures from Other Agencies ER-5.2 208 Wastewater Control Plan ER-5.7 Point Source Control Program ER-9.1 Protect Shoreline

	ER-9.2 New Coastal Development ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.13 Support Regional Attainment Plans ER-17.14 Use VCAPCD Air Quality Assessment Guidelines ER-17.16 Support California Air Resources Board

The Project provides the framework to guide future general plan amendments, updates, and projects under discretionary review. According to the State of California 2003 General Plan Guidelines, a general rule for determining whether "an action, program, or project is consistent with the general plan (is) if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." As previously described, the Project has been developed to minimize conflicts with other planning documents by ensuring environmental goals, orderly development, and coordination with regional planning efforts. With implementation of the above mentioned policies, this impact is considered ***less-than-significant.***

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No mitigation measures are required.

Impact 3.2-2: The Project could conflict with an applicable airport land use compatibility plan.

Impact Summary

Level of Significance Before Mitigation: ***Significant***
Required Additional Policies or Mitigation Measures: ***New mitigation to Remove the School designation***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Public Utility Code (PUC) 21670 requires any county that operates a public airport to establish an Airport Land Use Commission (ALUC), or to appoint an appropriately designated body to fulfill ALUC responsibilities. In Ventura County (County), the Ventura County Transportation Commission (VCTC) is designated to act as the County's ALUC. One of the primary functions of the ALUC is to prepare an airport land use compatibility plan (ALUCP). This document is designed to "provide for the orderly growth of each airport and the area surrounding the airport within the jurisdiction of the Commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general" (PUC 21675). The ALUCP establishes noise, safety, and airspace protection policies and criteria that are intended to reduce the risk of harm to the public and air travelers from aircraft accidents. Local general plans, specific plans, and zoning ordinances must conform to the policies set forth in the adopted

ALUCP (PUC 21676). For more information regarding ALUCs and airport land use compatibility plans, please refer to Chapter 3 of the General Plan Background Report.

Three public use airports and one military airport operate in Ventura County: Santa Paula Airport (SZP), Oxnard Airport (OXR), Camarillo Airport (CMA), and Naval Air Station (NAS) Point Mugu. Three of these airports, OXR, CMA, and NAS Point Mugu, are within the vicinity of the Planning Area for the Project. Noise, safety, and height restriction policies related to the compatibility of land uses around these facilities are contained within the *Airport Comprehensive Land Use Plan for Ventura County* (ACLUP) (Coffman, 2000). Table 3-1 identifies the noise compatibility standards for Ventura County Airports as set forth by the ACLUP. Table 3-2 identifies safety zone compatibility standards for civilian airports, and Table 3-3 identifies safety zone compatibility standards for NAS Point Mugu as set forth by the ACLUP. The following analysis examines the land use policies presented in the Ventura County ACLUP and their consistency with the goals and policies of the Project.

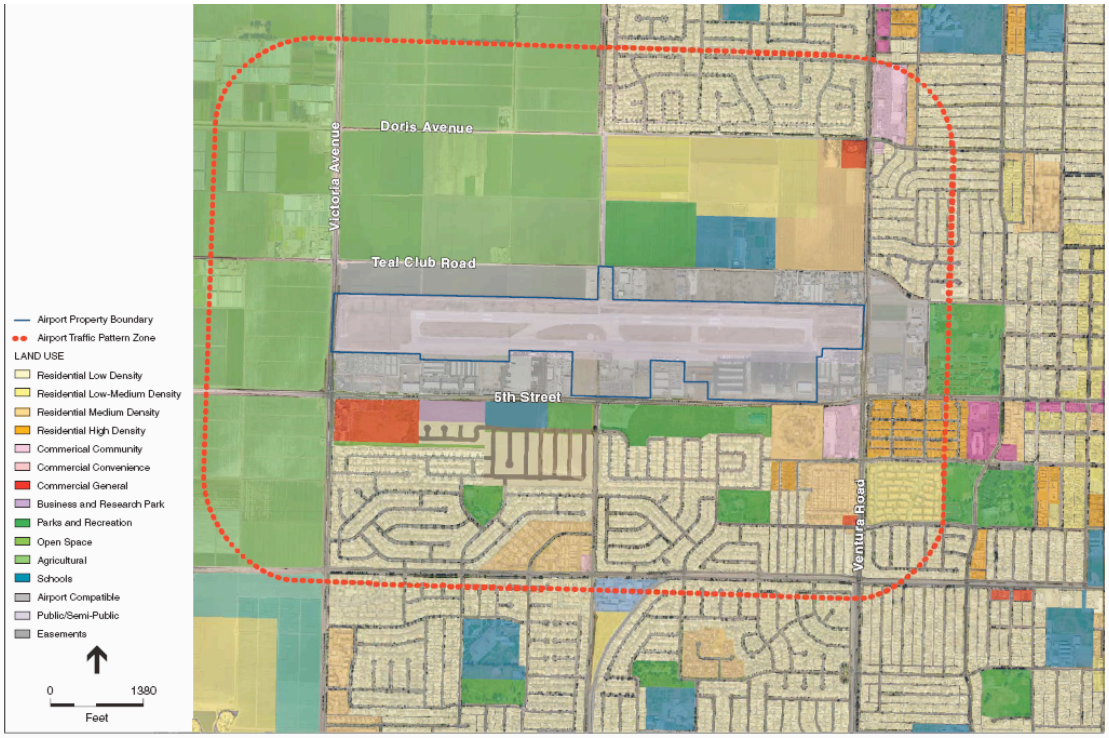
Oxnard Airport (OXR)

OXR is located in the City of Oxnard (City) along West 5th Street, and is designated by the *National Plan of Integrated Airport Systems* (NPIAS) as a primary commercial service airport. The ACLUP identifies a study area for OXR that corresponds with the airport's outer conical surface, as defined by Federal Aviation Regulation (FAR) Part 77. Generally, this study area extends south to Bard Road, east to Rice Avenue, north past the Santa Clara River, and west beyond the shores of McGrath/Mandalay Beach, Oxnard Shores, and the Channel Islands Beach. Land uses in the immediate vicinity of OXR include open space/agriculture, commercial, and low to medium density residential uses.

Noise contours for OXR are provided for the 65 and 60 dB Community Noise Equivalent Levels (CNEL) in the ACLUP. These noise contours are also shown in Figure 6-1 in Chapter 6.0, "Safety and Hazards" of the General Plan Background Report (see Appendix B of this Draft PEIR). The goal of the ACLUP's noise compatibility policies is to prevent the development of new, noise-sensitive land uses within the identified noise exposure areas, or to determine the types of conditions that would have to be met in order to make a land use compatible within the 65 to 60 CNEL range (e.g., noise attenuation measures, etc.). Although the Project does not introduce any new land uses within the 65 CNEL contour, two new land uses are proposed within the 60 CNEL contour: Schools and Medium Density Residential land uses are proposed northeast of the airport along Teal Club Road. As shown in Table 3-1, these proposed land uses are conditionally compatible in the 60 CNEL provided that an "analysis of noise reduction requirements and necessary noise insulation is included in the design" of these facilities (Coffman, 2000).

The Ventura County ACLUP identifies four safety zones for OXR: the Runway Protection Zone (RPZ), the Outer Safety Zone (OSZ), the Traffic Pattern Zone (TPZ), and the Extended Traffic Pattern Zone (ETPZ). Figure 3-1 shows that Schools and Residential land use designations are proposed for a location in the TPZ. As shown in Table 3-2, residential uses within this zone are considered conditionally acceptable provided that the "maximum structural coverage" is no more

Figure 3-1



SOURCE: ESA, 2008

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Figure 3-1
Oxnard Airport Traffic Pattern Zone

than "25 percent"[1]. Further conditional criteria in the ACLUP recommends that an avigation easement be provided, and that a "fair disclosure agreement and covenant shall be recorded by the owner and developer of the property" (Coffman, 2000). Public use facilities, such as schools, however, are considered an unacceptable land use in the TPZ, and the proposed designation of this type of land use within the TPZ would be considered incompatible with the ACLUP.

Camarillo Airport (CMA)

CMA is located in the eastern portion of the City of Camarillo along Pleasant Valley Road, and is designated by the NPIAS as a general aviation reliever airport for the Los Angeles metropolitan area. The study area for CMA is generally rectangular, with the western boundary extending south along Rose Avenue, until it reaches Highway 1 and turns east along Channel Islands Boulevard to Lewis Road. The eastern border of the study area follows Lewis Road north to U.S. 101 (Ventura Freeway), where it follows Arneill Road and Anacapa Drive in a jagged pattern until it turns west again towards Rose Avenue. City of Oxnard land uses that are identified within the CMA study area include Commercial, Industrial, Open Space, Public, and Residential land uses.

TABLE 3-1
NOISE COMPATIBILITY CRITERIA FOR VENTURA COUNTY AIRPORTS

	CNEL Range (dB)				
Land Use	**60-65**	**65-70**	**70-75**	**75-80**	**Over 80**
Residential					
Single Family	C[1]	U	U	U	U
Multi-Family	C	U	U	U	U
Mobile Home Parks	U	U	U	U	U
Public/Institutional					
Hospitals/Convalescent Homes	C	C	U	U	U
Schools	C	C	U	U	U
Churches/Synagogues	C	C	U	U	U
Auditoriums/Theaters	C	C	C	C	U
Transportation Terminals	A	A	C	C	C
Communication/Utilities	A	A	C	C	C
Automobile Parking	A	A	C	C	C
Commercial					
Hotels and Motels	C	C	C	U	U
Offices and Business/Professional Services	A	A	C	C	U
Wholesale	A	A	C	C	C
Retail	A	A	C	C	U
Industrial					
Manufacturing - General/Heavy	A	A	C	C	C
Light Industrial	A	A	C	C	C

1 "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts (Coffman, 2000).

Research and Development	A	A	C	C	C
Business Parks/Corporate Offices	A	A	C	C	C
Recreation/Open Space					
Outdoor Sports Arenas	A	C	C	U	U
Outdoor Amphitheaters	U	U	U	U	U
Parks	A	A	A	U	U
Outdoor Amusement	A	A	A	U	U
Resorts and Camps	A	A	A	U	U
Golf Courses and Water Recreation	A	A	A	U	U
Agriculture	A	A	A	A	A

A = Acceptable
C = Conditionally Acceptable
U = Unacceptable

1 See *Airport Comprehensive Land Use Plan for Ventura County* for conditional criteria.
Source: Coffman Associates, 2000.

TABLE 3-2
SAFETY COMPATIBILITY CRITERIA FOR CIVILIAN AIRPORTS IN VENTURA COUNTY

Land Use	Runway Protection Zone	Outer Safety Zone	Traffic Pattern Zone	Extended Traffic Pattern Zone
Residential				
Single Family	U	U	C[1]	A
Multi-Family	U	U	C	A
Mobile Home Parks	U	U	C	A
Public/Institutional				
Hospitals/Convalescent Homes	U	U	U	A
Schools	U	U	U	A
Churches/Synagogues	U	U	U	A
Auditoriums/Theaters	U	U	U	A
Commercial				
Hotels and Motels	U	U	C	A
Offices and Business/Professional Services	U	C	C	A
Wholesale	U	C	C	A
Retail	U	C	C	A
Industrial, Transportation, Communication, and Utilities				
Manufacturing - General/Heavy	U	C	C	A
Light Industrial	U	C	C	A
Research and Development	U	C	C	A
Business Parks/Corporate Offices	U	C	C	A
Transportation	U	U	A	A

Communication/Utilities	C	A	A	A
Automobile Parking	C	A	A	A
Recreation/Open Space				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C	A	A
Outdoor Amusement	U	C	A	A
Resorts and Camps	U	C	A	A
Golf Courses and Water Recreation	C	A	A	A
Agriculture	A	A	A	A

A = Acceptable
C = Conditionally Acceptable
U = Unacceptable

1 See *Airport Comprehensive Land Use Plan for Ventura County* for conditional criteria.
Source: Coffman Associates, 2000.

The ACLUP identifies noise contours for the 75, 70, 65, and 60 dB CNELs. The Planning Area for the Project is located outside of the noise impact areas depicted in the ACLUP; therefore, the Project will be considered consistent with the noise policies set forth in this document.

Similar to OXR, the Ventura County ACLUP identifies four safety zones for CMA: the RPZ, the OSZ, the TPZ, and the ETPZ. A small portion of CMA's OSZ extends into the City of Oxnard, while a larger portion of the ETPZ extends beyond Del Norte Boulevard to include a portion of the City. Proposed land uses designated by the Project in this area of intersect include Light Industrial, Mixed Use Commercial, and Low Density Residential land uses. A small portion of the proposed Light Industrial uses is within CMA's OSZ, and would be considered a conditional use provided that the maximum structural coverage of the project site was no more than 25 percent, and that an avigation easement dedication is provided. Within the Extended Traffic Pattern Zone, Light Industrial and Mixed Commercial uses are considered acceptable, while Low Density Residential uses are considered conditionally acceptable as long as real estate disclosure is provided by the property owner.

Naval Air Station (NAS) Point Mugu

NAS Point Mugu is located approximately 6.5 miles southeast of the City of Oxnard on the Pacific Coast. Access to the military facility is provided from State Route 1, which defines the eastern boundary of the base. The study area for NAS Point Mugu is approximately 88 square miles, and includes portions of southeastern Oxnard, the southern portion of the City of Camarillo, and a small portion of the City of Thousand Oaks. City of Oxnard land uses that are encompassed by NAS Point Mugu's study area include Industrial, Commercial, Public Utility, Open Space, and Residential uses.

Noise contours for NAS Point Mugu are provided at the 75, 65, and 60 dB CNELs in the Ventura County ACLUP. Land uses included as part of the Project that are overlapped by the 60 CNEL contour include Resource Protection and Public Utility/Energy Facility uses. These land use designations are considered acceptable within the 60 CNEL contour according to the ACLUP (see Table 3-1).

The Ventura County ACLUP identifies four safety zones for NAS Point Mugu; these include: the Clear Zone (CZ), the Accident Potential Zone (APZ)-1, APZ-2, and the TPZ. NAS Point Mugu's TPZ encompasses portions of the Project area, including land uses designated as Public (school), Low Density Residential, Light Industrial, Central Business District, Resource Protection, and Public Utility/Energy Facility uses. These uses are all considered acceptable by the Ventura County ACLUP, with the exception of Residential and Public (school) land uses, which require the condition of avigation easements and notification by the property owner (see Table 3-3).

TABLE 3-3
SAFETY COMPATIBILITY CRITERIA FOR NAS POINT MUGU

Land Use	Clear Zone	APZ-1	APZ-2	Traffic Pattern Zone
Residential				
Single Family	U	U	C[1]	A
Multi-Family	U	U	U	A
Mobile Home Parks	U	U	U	A
Public/Institutional				
Hospitals/Convalescent Homes	U	U	U	A
Schools	U	U	U	A
Churches/Synagogues	U	U	C	A
Auditoriums/Theaters	U	U	U	A
Commercial				
Hotels and Motels	U	U	U	A
Offices and Business/Professional Services	U	U	C	A
Wholesale	U	C	A	A
Retail	U	C	C	A
Industrial				
Manufacturing - General/Heavy	U	C	A	A
Light Industrial	U	C	A	A
Research and Development	U	U	C	A
Business Parks/Corporate Offices	U	U	C	A
Transportation	U	U	A	A
Communication/Utilities	C	C	A	A
Automobile Parking	C	A	A	A

Recreation/Open Space				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C	C	A
Outdoor Amusement	U	U	C	A
Resorts and Camps	U	U	U	A
Golf Courses and Water Recreation	U	C	A	A
Agriculture	U	C	A	A

A = Acceptable
C = Conditionally Acceptable
U = Unacceptable

1 See *Airport Comprehensive Land Use Plan for Ventura County* for conditional criteria.
Source: Coffman Associates, 2000.

Airspace Protection Policies

FAR Part 77, *Objects Affecting Navigable Airspace*, mandates that any proposed structure that could potentially penetrate the imaginary surfaces associated with an airport must be reviewed by the FAA. Tall structures, trees, other objects, or high terrain on or near airports, may constitute hazards to aircraft. Federal regulations establish the criteria for evaluating potential obstructions. These regulations require that the FAA be notified of proposals related to the construction of potentially hazardous structures, or when temporary uses, such as construction equipment, could penetrate navigable airspace. The FAA conducts aeronautical studies of Projects to determine whether they would pose risks to aircraft. Deviation from the Part 77 standards does not necessarily mean that a proposed object is prohibited from construction, only that the offending object must be evaluated by the FAA and that mitigating actions, such as marking or lighting may be required.

The Ventura County ACLUP has also established Height Restriction Zones (HRZ) for all its civilian airports. The boundary for the HRZ is based on the airport's Transitional Surface (as defined by FAR Part 77). The ACLUP stipulates that "any structures proposed within the HRZ must remain below the Approach and Transitional Surface". The construction of any building or structure associated with the Project must adhere to the Height Restriction Zone policies associated with OXR and CMA.

Conclusion

Pursuant to PUC 21670, policies and goals established as part of the Project must comply with the compatibility criteria set forth in the Ventura County ACLUP. Proposed changes to land use designations within the study areas of CMA, and NAS Point Mugu comply with the noise and safety compatibility policies established in the ACLUP. Furthermore, the construction of any building or structure associated with the Project in any of the airport study areas will comply with the established HRZ policies set forth in the ACLUP.

Specific policies such as CD-1.12, "Avoiding Encroachment around the Oxnard Airport", in the Community Development Element have been designed to prevent the development of land uses that are incompatible with airport operations. LU-1.13 "Coordination with the Ventura County Transportation Commission", also promotes the continued cooperation between the City and the County's Transportation Commission when planning new development and land uses in the vicinity of local airports. Land use compatibility concerns are also addressed in the Infrastructure and Community Services Element with policies ICS-10.2 and ICS-10.3. Other policies in the Safety and Hazard Element strive to focus on more specific land use compatibility concerns. For example, Policy SH-7.10, "Development Near Oxnard Airport", requires that development around OXR be consistent with the noise compatibility policies set forth in the ACLUP. Policy SH-10.3, "Location of New Schools", encourages the development of new schools to occur outside a two mile radius of OXR.

Community Development Element	Safety and Hazard Element
Policies designed to minimize any potential impact of conflicting with the established airport land use compatibility plan, include the following:	
CD-1.12 Avoiding Encroachment around the Oxnard Airport	SH-7.10 Development Near Oxnard Airport SH-10.1 Airport Land Use Compatibility Plan SH-10.2 Compliance with FAA Regulations SH-10.3 Location of New Schools
Infrastructure and Community Services Element	
ICS-10.2 Oxnard Airport Compatible Land Use ICS-10.3 Airport Operations Monitoring	

In the vicinity of OXR, however, the proposed development of a school just north of Teal Club Road is considered incompatible with the Ventura County ACLUP due to the site's location within the airport's TPZ. This proposed land use is subject to review by the Ventura County ALUC and Caltrans' Division of Aeronautics as per the California Code of Regulations Title 21, Division 2.5, Chapter 2.1 "School Site Evaluation Criteria". While the policies listed above are developed in order to ensure the Project's compatibility with surrounding airports, the designation and future development of a school within OXR's TPZ is considered ***potentially significant.***

Required Additional Policies or Mitigation Measures

New Policy CD-1.8 Remove the School designation in the Teal Club area located within the airport's TPZ. As a result, this impact will be ***less than significant***. No additional mitigation is required.

Significance after Implementation of Mitigation for Impact 3.2-2

This impact is considered ***less than significant***.

Impact 3.2-3: The Project would not physically divide an established community.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Implementation of the Project (build out of the Preferred Land Use Diagram) includes a number of proposed roadway improvements that could include extending roadways within the Planning Area. The Project also includes a Circulation Diagram, which identifies new roadway features, expansions, and improvements that could result in the physical division of an established community area within the City. The Project has been developed with the primary goal of ensuring that future growth will occur in an orderly manner that establishes and maintains links to the regional transportation system while preserving community character. Additionally, the Circulation Diagram has been prepared consistent with the Preferred Land Use Diagram.

As growth occurs, future infrastructure and development projects will be evaluated for their conformance with the Project. Policies included as part of the Project that would minimize this impact are summarized below by general plan element, with a complete description of these policies and implementation measures provided in Appendix C "Goals and Policies Report" of this draft PEIR. For example, policies included in the Infrastructure and Community Services Element address a variety of connectivity issues. Policy ICS-2.1 establishes the groundwork for cooperative transportation planning between the City and other local, state, and federal transportation agencies. Policy ICS-2.8, "High Capacity Corridors", focuses on the development of regional congestion management techniques in order to prevent the use of local neighborhood streets.

The Community Development Element also includes a number of policies designed with the intention of preserving established neighborhoods and community character. Policies CD-9.1, "Neighborhood Identity", and CD-16.8, "Neighborhood Preservation", focus on not only the need to maintain the visual aesthetic of communities, but also the infrastructure required to support them. Other policies, such as Policy CD-8.7, "Community Balance", in the Community Development Element seek to achieve consistency between the various land uses that make up the City of Oxnard. Policy CD-8.1, "Limiting Development", supplements CD-8.7 by focusing development to areas that are already served by existing utility, transportation, and service systems; thus ensuring that any potential disruption to an existing community is minimal. Policy CD-8.5, "Negative Impact Mitigation", also focuses on protecting the natural resources of a community. Overall, new development associated with the Project would represent a continuation of the existing urban area of the City and would not result in the physical division of an existing

community area. With implementation of the above mentioned policies, this impact is considered ***less-than-significant.***

Community Development Element	Infrastructure and Community Services Element
Policies designed to minimize potential impacts of dividing the physical arrangement of an established community by ensuring that growth occurs in an organized manner, include the following:	
CD-4.1 Mitigate Land Use Conflicts CD-4.3 Urban Village Concept CD-7.1 Establishment of Urban Villages CD-5.2 Compatible Land Use CD-8.1 Limiting Development CD-8.5 Negative Impact Mitigation CD-8.7 Community Balance CD-9.1 Neighborhood Identity CD-16.8 Neighborhood Preservation	ICS-2.1 Coordinate with Regional Transportation Planning ICS-2.3 Mitigating Impacts on County Roads ICS-2.8 High Capacity Corridors

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No mitigation measures are required.

3.3 Urban Design - Community Identity

In preparing the Project and its supporting documents, a common chapter numbering system was used to allow readers the ability to easily find related information in one of the other documents. In the General Plan Background Report, "Urban Design – Community Identity" can be found in Chapter 3 of the document (see Appendix B of this Draft PEIR).

This topic focuses on sustaining a high quality visual image of the City through preserving and enhancing traditional neighborhoods and historic districts and continuing to enforce City design policies, plans, and guidelines. The assessment of environmental impacts associated with this topic considers a variety of impacts that coincide or have been more appropriately analyzed in other chapters of the PEIR. For example, scenic (or aesthetic/visual resource) issues associated with the design of new neighborhoods and other development are addressed in Chapter 5, "Environmental Resources", Section 5.6 "Aesthetic Resources". Potential design issues resulting from the creation of new infill development adjacent to existing historic neighborhoods are also addressed in Chapter 5, Section 5.7 "Cultural Resources".

3.4 Growth Management

Chapter 3 of the 2030 General Plan provides a detailed description of the City's existing growth management programs and land use controls. Some of the programs and controls discussed include a Project Consistency Review Program, a Development Monitoring System, Guidelines for Orderly Growth adopted by the Ventura County Board of Supervisors, Greenbelt Agreements with Ventura and Camarillo, and the SOAR ordinance.

The overall implications of these programs and land use controls are addressed through out the various resource topics of the Draft PEIR. For example, the implications of Community Development policies on land use impacts are addressed in Section 3.2 "Land Use." Additionally, the CEQA Guidelines require that an EIR evaluate the growth-influencing impacts of a proposed action (Section 15126.2[d]). As is more typically found in other environmental impact reports, these growth-influencing impacts are addressed in a special section entitled "Other or Additional Statutory Considerations under CEQA". Chapter 8 "Other CEQA Considerations" provides an analysis of the Project's potential for direct and indirect growth enfluence and the associated impacts.

3.5 Economic Development

In the General Plan Background Report, Chapter 3 includes an Economic Development section, which provides a variety of background economic data, including population and employment trends. The 2030 General Plan provides a variety of policies designed to assist the City in addressing these key topics and attain their economic development goals.

As described in the State CEQA Guidelines (Section 15382), this PEIR does not evaluate economic impacts. Section 15382 of the State CEQA Guidelines states the following:

> "Significant effect on the environment" means a substantial, or potential substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. *An economic or social change by itself shall not be considered a significant effect on the environment.* A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

All physical changes to the environment that may result from economic or social change created by the Project are discussed within the appropriate resource section of this PEIR.

CHAPTER 4

Infrastructure and Community Services

CHAPTER 4
Infrastructure and Community Services

4.1 Introduction

In preparing the Project, a common chapter numbering system was used in preparing general plan documents to allow readers the ability to easily find related information. In the Background Report, Chapter 4 is the "Infrastructure and Community Services" section, which provides environmental setting and regulatory information on the various infrastructure systems (i.e., circulation, traffic, transportation, utilities, public facilities and services) that support development and provide public services to the City and several areas within the adjacent unincorporated county. The Project provides a variety of policies that have been developed to maintain adequate levels of public services and circulation.

This chapter discusses the potential impacts of the Project on infrastructure-related issues including:

- Circulation, Traffic, and Transportation (Section 4.2),
- Utilities (Section 4.3),
- Public Facilities and Services (Section 4.4), and
- Parks and Recreation (Section 4.5).

Acronyms

- Acre Feet per Year (AFY)
- Advanced Water Purification Facility (AWPF)
- Average Daily Traffic (ADT)
- Best Management Practices (BMPs)
- California Department of Transportation (Caltrans)
- California Environmental Quality Act (CEQA)
- Calleguas Municipal Water District (CMWD)
- Central Valley Regional Water Quality Control Board (RWQCB)
- City of Oxnard Traffic Model (OTM)
- City Urban Restriction Boundaries (CURB)
- Clean Water Act (CWA)

- Dial a Ride (DAR)
- Fox Canyon Groundwater Management Agency (FCGMA)
- Intersection Capacity Utilization (ICU)
- Level of Service (LOS)
- Metropolitan Water District (MWD)
- National Cooperative Highway Research Program (NCHRP)
- National Pollutant Discharge Elimination System (NPDES)
- Notice of Preparation (NOP)
- Oxnard Transportation Center (OTC)
- Oxnard Wastewater Treatment Plant (OWTP)
- Program Environmental Impact Report (PEIR)
- Storm Water Pollution Prevention Plan (SWPPP)
- Transportation Research Board (TRB)
- Union Pacific Railroad (UPRR)
- United Water Conservation District (UWCD)
- Ventura County Congestion Management Program (CMP)
- Ventura Countywide Traffic Model (VCTM)

4.2 Circulation, Traffic, and Transportation

Environmental and Regulatory Setting

Chapter 4 of the Background Report (Appendix B under separate cover) provides a detailed description of the existing circulation, traffic, and transportation setting for the Project. It includes a description of the major transportation routes and corridors, and other components of the traffic circulation system. The Background Report also describes existing conditions for several major roadways within the City, including Oxnard Boulevard, SR 118, and US 101, truck and goods movement, and transit. The intersection Level of Service (LOS) information in the Background Report has been superseded with more current traffic counts and LOS calculations.

Applicable NOP Comments Considered

As a result of comments received during the NOP phase of the Project, specific circulation, traffic, and transportation effects have been considered as part of the impact analysis (see Table 1-1 of Chapter 1 “Introduction”). The Ventura County Public Works Agency, Transportation Department states that the PEIR should address impacts to County roads. The City of San Buenaventura (Ventura) Advanced Planning stated that the PEIR should address impacts of growth on regional roadways and identify applicable mitigation measures to minimize any impacts. Other comments were submitted that suggested the PEIR require new development to identify the cost to infrastructure.

Impact Methodology

This section provides a summary of the methods used to assess the transportation effects of the Project and its corresponding mitigation measures. The entire traffic study prepared for the Project is provided as Appendix D of this Draft PEIR.

Traffic Analysis

Level of Service (LOS) is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from "A" to "F". These categories can be viewed much like school grades, with "A" representing the best traffic flow conditions and "F" representing poor conditions. LOS A indicates free-flowing traffic and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections. As part of the Project, the acceptable LOS for intersections is grade C or better. The same measure for LOS applies to the Project horizon year. **Table 4-1** provides definitions of level of service for signalized intersections using the Intersection Capacity Utilization (ICU) methodology.

TABLE 4-1
LEVEL OF SERVICE DESCRIPTIONS

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersection are minimal.	0.00 – 0.60
B	Represents reasonably unimpeded operations at average travel speed. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.61 – 0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections	0.71 – 0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 – 0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91 – 1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occur with high delays and traffic queuing.	> 1.00

Source: *2000 Highway Capacity Manual*, TRB Special Report 209

Planning Area and Road Network

The Planning Area is bordered by Beardsley Wash and Revolon Slough on the east, Santa Clara River on the north, Pacific Ocean on the south and west and the United States Naval Base Ventura County at Port Hueneme and at Point Mugu. Several regionally and locally significant roadways traverse the Planning Area. Each of the key roadways within the Planning Area is discussed below.

North-South Facilities

SR-1. SR-1 (Pacific Coast Highway) is a 656-mile north-south route and is a part of the California Scenic Highway System. SR-1 extends from the Los Angeles County line to Santa Barbara County

and provides interregional, recreational, commuter and local travel through both rural and urban settings. In relation to Oxnard, SR-1 has a junction with SR-34, SR-232, and US-101 Oxnard Boulevard within the City's limits will eventually have the State Route 1 designation removed and the road will be transferred to the City. Rice Avenue will eventually be re-designated as SR-1 from its intersection with Oxnard Boulevard to the new US-101 intersection. The portions of SR-232 (Vineyard Avenue) from US-101 to Oxnard Boulevard and SR-34 (Fifth Street) from Oxnard Boulevard to Rice Avenue will also be included in the transfer.

State Route 232 (SR-232). SR-232 (Vineyard Avenue) is a 4-mile north-south route and extends from SR-1 to SR-118 within Ventura County. SR-232 starts on the west at the intersection of SR-1 / Oxnard Boulevard and Vineyard Avenue. SR-232 continues northeast on Vineyard Avenue, intersects with US-101, and ends at SR-118 (West Los Angeles Avenue). According to the 2003 Caltrans District 7 Master System Plan Status, SR-232 will be realigned from Vineyard Avenue to Santa Clara Avenue. In relation to Oxnard, SR-232 has a junction with SR-1, SR-118 and US-101.

US Highway 101 (US-101). US-101 is a 1,540-mile north-south route is a well traveled roadway that terminates in the State of Washington. US-101 extends from the Los Angeles County line to the Santa Barbara County line within Ventura County. US-101 is heavily used by commuters traveling between Ventura, Los Angeles and Santa Barbara Counties and the route experiences heavy seasonal recreational traffic bound for vacation destinations along the coast. Regional activity centers such as Oxnard's Esplanade Shopping Center generate a great deal of localized traffic activity that impacts US-101. Weekend traffic, which has a high recreational component, also results in sporadic traffic congestion for US-101. Locations on US-101 with especially heavy traffic are the stretches between Camarillo and the Santa Clara River Bridge in Oxnard. In relation to Oxnard, US-101 has a junction with SR-1, SR-232 and SR-34 in the City of Camarillo.

C Street. C Street functions as a local arterial from Gonzales Road to Bard Road. Although C Street does not have a cross section consistent with the local arterial standard, it functions as one carrying traffic parallel to relatively congested Oxnard Boulevard.

Del Norte Boulevard. Del Norte Boulevard provides access to US-101 from the Northeast Industrial Area. Del Norte Boulevard functions as a secondary arterial from US-101 to Sturgis Road and as a local roadway from Sturgis Road south to Fifth Street (SR-34).

Harbor Boulevard. From the Santa Clara River south to Fifth Street in Oxnard, Harbor Boulevard is a two lane road serving primarily recreational and agricultural uses. South of Fifth Street to Channel Islands Boulevard, Harbor Boulevard is a four lane city street with limited driveway access.

Oxnard Boulevard (SR-1). Oxnard Boulevard is one of the principal entrances to Oxnard from both the north and south. Oxnard Boulevard is also the principal north south access to the Central Area and continues southerly through the Five Points intersection to southeast commercial and residential areas. Although Oxnard Boulevard's development as a commercial strip is an obstacle, its location in the center of Oxnard has led to its functioning as a primary arterial. Oxnard Boulevard

is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road).

Rice Avenue. From US-101 south to Fifth Street in Oxnard, Rice Avenue is primarily a six lane city street with limited access serving light industrial areas. South of Fifth Street to SR-1, Rice Avenue is a four lane divided rural highway in Ventura County and extends to Hueneme Road. Rice Avenue is part of the National Highway System and is a Port of Hueneme access route.

Rose Avenue. From US-101 south to Pleasant Valley Road, Rose Avenue is primarily a four lane road with six lanes at certain locations.

Saviers Road. From Oxnard Boulevard south to Hueneme Road in Oxnard, Saviers Road is a four lane city street serving primarily commercial and residential areas. Saviers Road is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road).

Ventura Road. From US-101 in Oxnard south to East Port Hueneme Road in the City of Port Hueneme, Ventura Road is a four to six lane city street with limited driveway access that serves commercial and residential areas.

Victoria Avenue. From Olivas Park Drive in the City of Ventura south to Channel Islands Boulevard, Victoria Avenue is a four lane, divided street that serves the agricultural areas north of Wooley Road and the residential and commercial areas south of Wooley Road.

Vineyard Avenue (SR-232). Vineyard Avenue is an important connection between Route 101 and central Oxnard via Oxnard Boulevard. Between Oxnard Boulevard and the Route 101 interchange, Vineyard Avenue is a six lane divided facility. Northeast of Route 101, Vineyard Avenue is a secondary arterial facility. Vineyard Avenue is a principal entrance to Oxnard for westbound traffic on US-101.

East-West Facilities

State Route 34 (SR-34). SR-34 (Fifth Street) is a 13-mile east-west route that starts on the west at the Oxnard city limits and continues to the City of Camarillo and ends at SR-118. According to the 2003 Caltrans District 7 Master System Plan Status, SR-34 will be realigned to a north-south alignment to SR-1. In relation to Oxnard, SR-34 has a junction with SR-118 in the County of Ventura and US-101 in the City of Camarillo.

Camino Del Sol. Camino Del Sol is a four-lane divided roadway with a raised median, within the Planning Area, trending in an east-west direction. The posted speed limit on Camino Del Sol is 40 miles per hour through most of its stretch and on-street parking is permitted in certain areas. Camino Del Sol is 4-lanes with a divided median from North Garfield Avenue/ Entrada Drive to Rose Avenue, transitions to a four-lane divided roadway with a painted median from of Rose Avenue to Gibraltar Street. Between Gibraltar Street and Rice Avenue, Camino Del Sol transitions to a four-lane roadway with a raised median.

Channel Islands Boulevard. From Harbor Boulevard in Oxnard through the City of Port Hueneme to Rice Avenue, Channel Islands Boulevard is primarily a four lane street with limited driveway access in commercial and residential areas.

Fifth Street (SR-34). Fifth Street is the principal east-west street serving the Central Business District of Oxnard and the mid Oxnard region on both the east and west sides of Oxnard. Fifth Street is currently designated SR-34 east of Oxnard Boulevard. Fifth Street functions as a secondary arterial except for the segments from Victoria Avenue to H Street and Oxnard Boulevard to Rose Avenue, which presently function as primary arterials. Fifth Street provides access to Harbor Boulevard, which is a major route into and out of Oxnard.

Gonzales Road. From Victoria Avenue to west of Oxnard Boulevard, Gonzales Road is a four lane divided primary arterial serving mostly residential and commercial areas. Gonzales Road from east of Oxnard Boulevard to Rice Avenue is a six lane divided road. Gonzales Road extends out to Harbor Boulevard in Ventura County.

East Port Hueneme/ Hueneme Road. From Ventura Road in the City of Port Hueneme to J Street in Oxnard, East Port Hueneme Road is a four lane divided roadway. From J Street in Oxnard east to Edison Drive, Hueneme Road is primarily a four lane divided road serving light industrial and agricultural areas. Hueneme Road east to Los Posas Road in the City of Camarillo is a 2-lane road. Hueneme Road is part of the National Highway System and is a Port of Hueneme access route.

Pleasant Valley Road. From US-101 in the City of Camarillo south to SR-1 in Oxnard, Pleasant Valley Road is a two lane road serving light industrial and agricultural areas. South of SR-1 to Ventura Road in the City of Port Hueneme, Pleasant Valley Road is a four lane city street serving residential and commercial areas.

Wooley Road. In Oxnard from Victoria Avenue east to Rice Avenue, Wooley Road is a divided four lane city street serving residential, commercial and light industrial areas. Wooley Road from Harbor Boulevard to Victoria Avenue is a secondary arterial with two to four lanes. Wooley Road also extends east with two lanes into Ventura County and is a collector west of Harbor Boulevard. Wooley Road is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road).

Forecasting

The City of Oxnard Traffic Model (OTM) is a sub-area traffic forecasting model that is designed to be used for preparing traffic forecast data for the City of Oxnard, which is located in western Ventura County. The OTM was developed for use in the Project, and traffic forecasts from the OTM are also intended for application in the traffic impact assessment of significant land use and transportation projects in the City of Oxnard.

The OTM is a sub-area derivation of the Ventura Countywide Traffic Model (VCTM), which is maintained by the Ventura County Transportation Commission (VCTC). It is designed as a focused

sub-area model that has the capability to forecast peak hour as well as average daily traffic (ADT) conditions and therefore can be used as a traffic forecasting tool for a variety of traffic studies in the OTM primary modeling area. The VCTC's VCTM regional model was developed to satisfy the forecasting requirements of the Ventura County Congestion Management Program (CMP), and the OTM provides local sub-area model compatibility with the VCTM. As a derivative of the VCTM, the OTM retains the basic regional forecasting features of the VCTM while producing more refined data in the City of Oxnard.

Project Trip Generation

The network definition component of the OTM follows that of traditional traffic demand models, with the highway network designed to support the appropriate level of detail in the primary modeling area (i.e., the City of Oxnard). The trip generation component uses land use data as input and trip generation within the primary modeling area is calculated in the form of daily vehicle trips and AM and PM peak hour trips.

Project Trip Distribution

In the trip distribution/mode choice component of the OTM, use is made of regional travel forecast data (i.e., trip tables) from the VCTM, thereby incorporating regional trip patterns into the local sub-area model. The regional traffic data is obtained from the VCTM in the form of vehicle trips, and hence also incorporates mode choice relationships established by the VCTM parent model. The VCTM is documented in detail in a traffic model report prepared by the VCTC and some pertinent aspects of the VCTM are discussed in this report where appropriate.

Project Trip Assignment

The traffic assignment component of the OTM applies procedures that are sensitive to the capacity of the network and which are able to forecast peak hour (AM and PM) and ADT traffic volumes with reasonable reliability. Both link and intersection capacity constraints are applied in the assignment process, and post-processing procedures are applied in the OTM to refine raw traffic model forecast data using techniques described in the National Cooperative Highway Research Program Report 255 (NCHRP 255) published by the Transportation Research Board (TRB).

Forecasting Assumptions

Several key assumptions were applied to the OTM roadway network in developing the future year travel forecasts for the Project. The existing 2020 General Plan circulation system model included several roadway improvements which were to be implemented by year 2020 to accommodate the traffic generated by the land uses in the existing 2020 General Plan. **Table 4-2** lists all of the roadway mitigation under the existing 2020 General Plan developed in 1990 and updated through 2007. The tables delineates if the mitigation measure has been completed, dropped, or carried forward into the Project. The mitigation measures listed in Table 4-2 will be carried forward into the Project unless they have been completed or are noted as "dropped".

Analysis Results

Table 4-3 describes the major new improvements that were added to the existing network in order to support the development anticipated with the Project. Although not addressing a particular impact, these mitigations are considered necessary for the viability of the transportation network under Project conditions.

TABLE 4-2
(CURRENT) 2020 GENERAL PLAN ROADWAY MITIGATION STATUS

Roadway	Improvements	2020 Condition	Status
C Street	Relatively minor widening and channelization at some intersections.	Will function as secondary arterial (four lanes) during peak hours with parking limits.	Improvements completed
Channel Islands Blvd.	Widen to six lanes from Peninsula to Ventura Rd; widen to four lanes from Route 1 to Rice.	Primary arterial from Peninsula to Ventura; secondary arterial from Ventura to Rice.	Partially completed; carried forward.
Camino Del Sol (Colonia Rd.)	Construct extensions from Oxnard Blvd. to west of Rice Ave., and from Rice Ave. to Del Norte Blvd. and widen.	Primary arterial (six lanes) from Oxnard Blvd. to Del Norte Blvd.	Partially completed; carried forward.
Del Norte Blvd.	Construct new arterial from Route 101 to Sturgis Road; widen existing road.	Primary arterial (six lanes) from Route 101 to Camino Del Sol; secondary arterial for remainder.	Partially completed, carried forward
Rose Ave.	Major widening over entire length; new interchange at Route 101; new intersection at Route 1; construct extension to Hueneme Rd.	Local Arterial (two lanes) north of Stroube St.; primary arterial from Stroube St. to Pleasant Valley Rd.; secondary arterial south of Pleasant Valley Road.	Partially completed; carried forward.
Saviers Rd.	Major widening impacts at Channel Islands Blvd.; parking removal.	Primary arterial over entire length.	Improvements completed
Ventura Rd.	Major widening over entire length, some intersection impacts.	Primary arterial over entire length.	Partially completed, carried forward.
Victoria Ave.	Major widening over entire length; widen Santa Clara River Bridge; construct flyover structure.	Primary arterial over entire length with grade separation at Gonzales Rd.; local arterial south of Channel Islands Blvd.	Partially completed, carried forward, Grade Separation dropped.
Vineyard Ave.	Widen along entire length; construct extension to Patterson Rd.; parking removal.	Primary arterial from Ventura Road north; secondary arterial from Ventura Rd. to Patterson Rd.; State Route 232 designation removed.	Improvements completed. Removal of State Route Designation carried forward.
Wooley Rd.	Widening along entire route; construct extension from east of Victoria Ave. to Harbor Blvd., including bridge over Edison Canal.	Secondary arterial from Harbor Blvd. to Patterson Rd.; primary arterial from Patterson Rd. to Pacific Ave.; secondary arterial from Pacific Ave. to Rice Ave.	Improvements completed.
Via Del Norte (Auto Center Drive)	Construct new roadway	Secondary arterial	Improvements completed.
Doris Ave.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to A Street; local arterial from Victoria Ave. to Patterson Rd.	Partially completed; carried forward.
Teal Club Rd. / Second St.	Widening between Victoria Avenue and Ventura Rd.; parking limitations.	Secondary arterial from Victoria Avenue. to Oxnard Blvd.	Partially completed; carried forward.
Third St.	Widening and channelization.	Secondary arterial from Oxnard Blvd. to Rose Ave.	Completed.
Sturgis Rd.	Widen from Elevar St. to east of Del Norte Blvd.	Secondary arterial from Rice Ave... to east of Del Norte Blvd.	Improvements completed.

TABLE 4-2
(CURRENT) 2020 GENERAL PLAN ROADWAY MITIGATION STATUS

Roadway	Improvements	2020 Condition	Status
Fifth St.	Widening and intersection improvements over entire length.	Secondary arterial Harbor Blvd. to Oxnard Blvd.; primary arterial Oxnard Blvd. to Del Norte Bl.	Partially completed; carried forward.
Gonzales Rd.	Major widening over entire length; construct extension from Rice Ave. to Del Norte Blvd.	Secondary arterial from Harbor Blvd. to Victoria Ave.; primary arterial from Victoria Ave. to Del Norte Blvd.	Partially completed; carried forward, flyovers dropped.
Harbor Blvd.	Major widening from Fifth St. to Santa Clara River, including new bridge structures.	Secondary arterial from Channel Islands Blvd. to Fifth St.; primary arterial from Fifth St. to Olivas Park Dr.	Improvement not completed.
H St. / J St.	Minor widening or channelization at selected intersections; construct extension north of Vineyard.	Local arterial function will continue; peak hour parking limits will allow four lanes during peak traffic.	Partially completed; carried forward.
Hueneme Rd.	Widening over entire length, including some structures.	Secondary arterial over entire length.	Partially completed, carried forward
Lombard Ave.	New roadway construction.	Secondary arterial from Gonzales Rd. to Fifth Street; local arterial from Fifth St. to Wooley Road.	Partially completed; carried forward.
Oxnard Blvd.	Widening and restriping over entire length; major reconstruction and rerouting at 5 points and at Pleasant Valley Rd.; extension into Town Center via new interchange on route 101.	Primary arterial from Vineyard Ave. to Third St.; secondary arterial from Third St. south; primary arterial in Town Center area; grade separation at Gonzales Rd.	Grade separation at Gonzales Rd. dropped. Partially completed; carried forward.
Patterson Rd.	New roadway construction north of Doris Ave.; widening south of Doris Ave. to Hemlock St.	Secondary arterial over entire length from Vineyard Ave. to Channel Island Blvd.; break in road at airport remains.	Improvements completed.
Pleasant Valley Rd.	Widening over entire length; major work in area of Route 1/Rice Ave.	Primary arterial from Ventura Rd. to Route 1; secondary arterial east of Route 1.	Improvements completed.
Rice Ave. / Santa Clara Ave.	Widen over entire length; construct grade separations at Gonzales Rd. and Fifth St.; construct Route 101, Colonia Road and Route 1.	Secondary arterial north of Via Del Norte; freeway from Route101 to Fifth St.; 6-lane express-interchanges at way from Fifth St. to Pleasant Valley Rd.; secondary arterial from Route 1 to Hueneme Road.; Rice Avenue to be designated Route 1; Santa Clara Ave. to be designated Route 232.	Partially completed, carried forward. Grade separation at Gonzales dropped. Grade separation at Fifth St. carried forward.

TABLE 4-3
ROADWAY IMPROVEMENTS

Segment Description			Number of Lanes		Roadway Classification	
			GP	Alt B	GP	Alt B
Wooley	w. of	Rice	2	3	Secondary	Major
Wooley	w. of	Rose	2	3	Primary	Major
Wooley	between	Del Norte & Rice*	DNE	3	DNE	Major
Del Norte	between	Wooley & Fifth*	DNE	3	DNE	Major

DNE = Did Not Exist
*These segments are part of the Del Norte Roadway Extension as part of Alternative B

Analysis of Non-Automobile Modes

The City of Oxnard has public transportation transfer centers where passengers can make convenient transfers between local bus lines and also between commuter buses or trains. These transit centers include the Oxnard Transportation Center (OTC) that provides transfers between Gold Coast Transit, Metrolink, Amtrak and VISTA along with the C Street Transfer Center at the Centerpoint Mall in Oxnard. There are also a number of locations where VISTA meets local transit services, although there is no large passenger facility or parking. VISTA centers include Oxnard's Esplanade Shopping Center that provides connections between VISTA and Gold Coast Transit in northern Oxnard.

Public Transit

Public transit provides transportation for local shopping, work, school and recreational activities. Public transit is provided by fixed route buses including Gold Coast Transit and VISTA, or general public Dial a Ride (DAR) services. DAR service is typically within a city or urban area and is characterized by short rides and frequent stops. Table 4-4 illustrates the public transportation ridership growth for Oxnard between 2000 and 2004.

TABLE 4-4
RIDERSHIP GROWTH IN OXNARD PUBLIC TRANSPORTATION

Oxnard Service	2000	2004	% Growth
Metrolink**	464,100*	485,888*	4.7
Oxnard Harbor and Beaches Dial-A-Ride	4,250	12,054	184
Gold Coast Transit*	3,687,762	3,372,170	-8.6
Gold Coast Transit ACCESS	46,898*	108,024*	130

Notes: *Total Gold Coast Transit (formerly South Coast Area Transit) ridership for Ventura County
**Ventura County percentage of total Metrolink ridership
Source: Ventura County Congestion Management Plan, 2005

Paratransit Services

Paratransit service provides local curb to curb or door to door service for people who are unable to use fixed route bus service. Paratransit is an important link to mobility within the county and is required to parallel all fixed route local transit services. Para transit service is not usually considered a congestion management tool. City of Oxnard is served by several paratransit providers including Greyhound, Transportes Intercalifornias, and Ventura County Airporter.

Pedestrian Routes

Pedestrian travel constitutes a very small portion of total urban travel for the City of Oxnard. Providing sidewalks and paths becomes more relevant as the population increases. Oxnard provides pedestrian facilities within and between residential neighborhoods along with commercial and industrial areas. Pedestrian facilities are especially important in those parts of Oxnard where sidewalks are not currently provided, including Oxnard Boulevard, Pleasant Valley Road and Vineyard Avenue.

Bicycling

As an alternative to the automobile, bicycles are non polluting, quiet, inexpensive, and a reasonably available source of transportation. The combination of the bicycle's advantages and the public' increased interest in physical fitness has made the bicycle a much larger part of the transportation system than previously. Bicycles can be used for many short commuting trips and for recreational purposes.

There are limited commuter bicycle lanes in Ventura County as a whole. The Santa Clara River Bridge on US-101 has a new Class I bicycle and pedestrian path for the City of Oxnard. The descriptions below illustrate the three classes of bikeway facilities standards and designations established by the California Department of Transportation (Caltrans).

Bike Path (Class I). Class I bike paths are separated from roadways by distance or barriers and cross traffic by automobiles is minimized. Bike paths are facilities completely separated from the roadway and expressly for bicyclists. Bike paths can provide recreational opportunities or serve as desirable commuter routes. Design standards require two way bicycle paths to be a minimum of eight feet wide plus shoulders. Bike paths are usually shared with pedestrians. If pedestrian use is expected to be significant on the bike path, the desirable width is twelve feet.

Bike Lane (Class II). A Class II bikeway is a lane on a road way that is reserved for bicycles. The lane is signed and painted with pavement lines and markings. The lane markings decrease the potential for conflicts between drivers and bicyclists. Bike lanes are one way, with a lane on each side of the roadway between the travel lane and the edge of paving. If parking is permitted, bike lanes are between the travel lane and the parking lane. The bike lanes are at least four feet wide and five feet if parking is permitted.

Bike Route (Class III). Class III bike routes share existing roadways and provide continuity to other bikeways or designated preferred routes through high traffic areas. There is no separate lane for bike routes. Bike routes provide for limited pedestrian and driver use for the exclusive use of bicyclists. Bike routes are established by placing signs that direct bicyclists and warn drivers of the presence of bicyclists. Since bicyclists are permitted on all roadways, the decision to sign a road as a bike route is based on factors including the advisability of encouraging bicycle travel on the route, the need to meet bicycle demand and the desire to connect discontinuous segments of bike routes.

The City is served by approximately 15 miles of designated bike paths, lanes and routes. There are gaps in the bike path network which must be completed to facilitate bicycle travel.

The bicycle system provides facilities to serve all types of bicycle trips including work, school, recreational, physical training and sport. All of Oxnard's future bicycle route facilities will be provided along public right of way.

Future bicycle facilities may be available for the Doris Avenue Drain, Ventura County Railroad, the Santa Clara River levee, Union Pacific Railroad (UPRR) right of way and for certain public utilities easements. Additional bicycle facilities may be available for redevelopment areas and private developments requiring public access improvements with special consideration to service recreational areas such as beaches, golf courses and parks. Also, many bikeways may take advantage of scenic views and other visual resources. Regionally, the system will serve all areas of Ventura County by tying into state and other local facilities, such as the Pacific Coast Trail.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The Proposes Project (or the project alternatives) would result in a significant impact if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The significance thresholds provide a standardized measurement to determine and describe project-related impact significance. The primary focus of impact assessment is based on the first criteria in the above list, in which the Project would cause a substantial increase in traffic relative to the existing traffic load and the planned system capacity. Traffic increase is measured by LOS method as previously described. The City has set a standard threshold of acceptable LOS for intersections at C or better, unless specific intersection exceptions are made within Chapter 3 of the 2030 General Plan. The standard threshold for intersections shall apply to the Project and subsequent planning documents and guidelines.

In terms of public transit, a significant impact could occur if the Project projects a substantial increase in transit ridership when compared against the existing or planned facility and system capacity, or that another transit service agency would not be able meet the demand. This would also apply to the bicycle and pedestrian circulation system if the Project causes substantial increase in pedestrian and bicycle usage relative to existing and planned capacity, or the ability to adapt plans in the future to projected usage.

In addition, the Project could indirectly impose impacts on the major rail, water, and air transportation facilities serving the Planning Area or surrounding area. While these transportation facilities are controlled and operated by authorities outside of the City's jurisdiction, the implementation of the Project may affect the standards of accessibility to and from these facilities (e.g., traffic associated with implementation of the Project may affect the level of service on the roadway infrastructures currently providing access to the Port of Hueneme). Significant impacts could occur if the Project results in a significant impediment to access of rail and water transportation facilities in a manner that would negatively affect their operations.

Impacts and Mitigation Measures

Impact 4.2-1: The Project would result in six intersections operating below LOS C.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *No Additional Mitigation is Feasible or Desirable*
Resultant Level of Significance: *Significant and Unavoidable*

Impact Analysis

The City of Oxnard Traffic model was used to develop future 2030 traffic volumes. The peak hour volumes forecasted from the traffic model were used to derive the intersection turning movements. **Table 4-5** identifies the Planning Area intersections that experience significant impacts under Project conditions (i.e. intersections operating below LOS C in the morning and/or evening peak hours), without planned improvements and mitigations.

Policies and implementation measures included as part of the Project that would minimize the impacts are provided in the Project (Appendix under separate cover). These policies and implementation measures (see below) are designed to mitigate transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes. Other policies including land use and circulation concepts are designed early during the design phases of citywide development to minimize land use conflicts.

In December, 2008, the City Council adopted a Traffic Mitigation Plan with identified funding sources for anticipated roadway and intersection improvements associated with the Project. Mitigations were not included that required the condemnation and demolition of residences and businesses at six intersections (listed below), as the impacts and costs of the mitigations are considered undesirable. With implementation of these policies, implementation measures, and the Traffic Mitigation Plan and the determination that further mitigation at six intersections is infeasible, the impact is considered ***significant and unavoidable***.

Table 4-5
Infrastructure and Community Services

Policies and implementation measures designed to ensure that adequate infrastructure facilities and services are adequately funded and allocated throughout the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	Implementation Measure #51
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #53
ICS-1.3 Funding for Public Facilities	Implementation Measure #54
ICS-1.6 Infrastructure Conditions of Approval	Implementation Measure #55
Policies and implementation measures designed to ensure that the Planning Area's transportation system operates at acceptable levels of service include the following:	
ICS-2.1 Coordinate with Regional Transportation Planning	ICS-3.3 New Development Level of Service C
ICS-2.2 Improved Port of Hueneme Access	ICS-3.4 Roadway Design/Freeway Capacity
ICS-2.3 Mitigate Impacts on County Roads	ICS-3.5 Interim Level of Service Identification and Reporting
ICS-2.6 Intelligent Transportation Systems	ICS-3.6 Monitoring Level of Service
ICS-2.7 Coordinated Traffic Signal Timing with other Agencies	ICS-3.7 Future Level of Service
ICS-2.8 High Capacity Corridors	ICS-3.8 2030 Circulation System Diagram
ICS-3.1 CEQA Level of Service Threshold	Implementation Measure #56
ICS-3.2 Minimum Level of Service C and Exceptions	Implementation Measure #57

Intersections Below LOS C

As shown in **Table 4-6**, after implementation of the Traffic Mitigation Plan and related policies and programs, six intersections are allowed to operate below LOS C due to the high costs of improvements and/or potential displacement of residences and businesses:

1. C Street & Gonzales Road (PM LOS D)
2. C Street & Wooley Road (PM LOS D)
3. "Five Points" Oxnard Blvd/ Saviers Rd & Wooley Rd (PM LOS F)
4. Rice Avenue & Gonzales Road (PM LOS D)
5. Rose Avenue & Pleasant Valley Road (PM LOS D)
6. Rose Avenue & Third Street (PM LOS D)

Some of the roadway and intersection improvements identified in Table 4-6 are on facilities or may involve coordination with entities outside of the City, such as the County or Caltrans. Implementation of the improvements would be subject to approval by other agencies, as well as funding programs that are not fully developed at this time. The City shall mitigate its impact by collecting fees that represent its fair share contribution to regional improvements. However,

full funding or the regional improvements and their timely construction may require substantial coordination and cooperation between the City and other agencies.

In summary, the Project addresses its traffic effects through a combination of policies and the physical improvements identified in the Circulation Diagram and the recently adopted Traffic Mitigation Plan. Some physical improvements to facilities outside the City's jurisdiction would require cooperation and funding from a variety of entities outside of the City, so implementation of these improvements cannot by guaranteed solely through the City's actions. The City has determined that mitigation at six intersections is infeasible and/or undesirable because of expense and/or the taking and demolition of homes and businesses and subsequent negative impact on established neighborhoods. Therefore, implementation of the Project including the adoption of the policies and implementation measures identified above result in a ***significant*** impact. No additional policies or feasible mitigation are required.

Significance after Implementation of the Traffic Mitigation Plan

This impact is considered significant and unavoidable**.**

TABLE 4-6
TRAFFIC MITIGATION PLAN IMPLEMENTATION

Intersection	Impact	Mitigation	Significant Impact After Mitigation?
C St. & Third St.	LOS E PM	Add one right-turn lane for all four approach segments.	NO
C St. & Gonzales	LOS E PM	Add one through lane for east and westbound approach.	YES – LOS D PM[1]
C St. & Wooley	LOS D PM	No feasible mitigation	YES – LOS D PM[1]
H Street & Gonzales	LOS D PM	Replace northbound and southbound right-turn lane with through-right lane. Add one westbound right-turn lane.	NO
Oxnard & Gonzales	LOS D PM	Add overlap to westbound right-turn operation.	NO
Oxnard-Saviers & Wooley	LOS F AM,PM	No feasible mitigation	YES – LOS F PM[1]
Rice & Channel Islands	LOS E PM	Add free-right operation for southbound approach segment.	NO
Rice & Gonzales	LOS F AM,PM	Add one through lane and free-right operation for all four approach segments.	YES – LOS D PM[1]
Rose & SR-34 (Fifth St.)	LOS F PM	Change intersection to diamond interchange.	NO
Rose & Auto Center	LOS D PM	Add one through lane and free-right turn operation for northbound approach segment.	NO
Rose & Bard	LOS D AM	Add one westbound right-turn lane with overlap operation.	NO
Rose & Channel Islands	LOS D PM	Add one southbound left-turn lane. Replace eastbound and westbound right-turn lane with through-right lane.	NO
Rose & Gonzales	LOS D AM, E PM	Add one through lane for all four approach segments.	NO
Rose & Hueneme	LOS F AM,PM	For all four approach segments, add two through lanes and change through-right lanes to right-turn lanes. Add free-right operation for northbound and eastbound approach segments.	NO
Rose & Lockwood	LOS D PM	Add one through-right lane for northbound and southbound approach segment.	NO
Rose & Oxnard	LOS D PM	Add one left-turn lane for northbound approach.	NO
Rose & Pleasant Valley	LOS F AM,PM	Add one through lane for SB,EB and WB	YES – LOS D PM[1]
Rose & Third	LOS D PM	No feasible mitigation.	YES – LOS D PM[1]
Rose & Wooley	LOS D PM	Add one through-right lane for eastbound and westbound approach. Eliminate southbound free-right operation.	NO
Santa Clara & Auto Center	LOS E PM	For westbound approach segment, add one through lane and one left-turn lane, and change through-right lane to right-turn lane.	NO
Saviers & Channel Islands	LOS D AM	Add one eastbound through lane.	NO
Statham & Channel Islands	LOS D PM	Add one westbound right-turn lane.	NO
Ventura & Channel Islands	LOS D PM	Add one eastbound through lane.	NO
Victoria & Channel Islands	LOS D PM	Add overlap to westbound right turn operation.	NO
Victoria & Gonzales	LOS D AM	Add overlap to northbound right-turn operation.	NO
Vineyard & Esplanade	LOS D PM	Change northbound right-turn lane to through-right lane.	NO

[1] This intersection is included in the list of intersections accepted at below LOS C under General Plan policy C-2.2, listed at the end of this section for reference.

Impact 4.2-2: The Project would result in an increase in public transit usage.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *Mitigations Are Primarily the Responsibility of Another Agency*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

The discussions under Impact 4.2-1 and the "Impact Methodology" section above provides details about the additional development that would result from implementation of the Project and its effects on overall travel demand in the Planning Area. The Project (including implementation of the Circulation Diagram) includes policies to promote increased transit services throughout the City, which is intended to accommodate future transit demand and generate new transit riders through enhanced and improved service.

Policies and implementation measures provided in the draft Transportation and Circulation Element are designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, and transit (see policies ICS-6.1 through ICS-6.6) transportation modes. Other policies including land use and circulation concepts are designed early during the design phases of citywide development to minimize land use conflicts. However, as transit service is largely provided by other agencies over which the City has some but not complete control, this impact is considered ***less than significant*** as the responsible agencies have an obligation to meet transit needs as they evolve. The Project includes policies that commit the City to seeking adequate response from other responsible agencies, and Oxnard has direct representation on several of the decision making bodies of the responsible agencies.

Infrastructure and Community Services

Policies and implementation measures designed to ensure that adequate infrastructure facilities and services are adequately funded and allocated throughout the Planning Area include the following:

ICS-1.1 Maintain Existing Service Levels
ICS-1.2 Development Impacts to Existing Infrastructure
ICS-1.3 Funding for Public Facilities
ICS-1.6 Infrastructure Conditions of Approval
Implementation Measure #51
Implementation Measure #53
Implementation Measure #54
Implementation Measure #55

Policies and implementation measures designed to ensure that the Planning Area's transportation system operates at acceptable levels of service include the following:

ICS-2.1 Coordinate with Regional Transportation Planning
ICS-2.2 Improved Port of Hueneme Access
ICS-2.3 Mitigate Impacts on County Roads
ICS-2.6 Intelligent Transportation Systems
ICS-2.7 Coordinated Traffic Signal Timing with other Agencies
ICS-2.8 High Capacity Corridors
ICS-3.1 CEQA Level of Service Threshold
ICS-3.2 Minimum Level of Service C and Exceptions
ICS-3.3 New Development Level of Service C
ICS-3.4 Roadway Design/Freeway Capacity
ICS-3.5 Interim Level of Service Identification and Reporting
ICS-3.6 Monitoring Level of Service
ICS-3.7 Future Level of Service
ICS-3.8 2030 Circulation System Diagram
Implementation Measure #56
Implementation Measure #57

Policies designed to ensure a public transit system that serves the needs of the Planning Area include the following:

ICS-6.1 Transit Facilities for New Developments	ICS-6.4 Private Bus Transportation
ICS-6.2 Transit Service Provision	ICS-6.5 Signal Priority for Transit
ICS-6.3 Paratransit	ICS-6.6 Alternative Transit Options

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.2-3: The Project would result in increased bicycle and pedestrian activity.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *None required*
Resultant Level of Significance: ***Less than*** *Significant*

Impact Analysis

As described in detail above, Impacts 4.2-1 and 4.2-2 identify the impacts that would occur as a result of the additional development included under the Project and its effects on overall travel demand in the Planning Area. The Circulation Diagram includes a substantial increase in bicycle facilities throughout the City, which are intended to accommodate future bicycle demand and generate new users through enhanced and improved facilities. Future pedestrian activity is planned to be accommodated through implementation of the pedestrian facilities required by the adopted City street design standards.

Policies and implementation measures provided in the 2030 General Plan are designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes (see policies ICS-8.1 through ICS-8.12), and commit the City to continued planning to as demand evolves. Other policies including land use and circulation concepts are designed early during the design phases of citywide development to minimize land use conflicts. Additionally, Implementation Measure #58 requires that the City maintain and periodically update the Bicycle Facilities Master Plan. After implementation of these policies and implementation measures (see below), the impact is considered ***less than significant.***

Infrastructure and Community Services	
Policies and implementation measures designed to ensure that adequate infrastructure facilities and services are adequately funded and allocated throughout the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	Implementation Measure #51
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #53
ICS-1.3 Funding for Public Facilities	Implementation Measure #54
ICS-1.6 Infrastructure Conditions of Approval	Implementation Measure #55
Policies and implementation measures designed to ensure that the Planning Area's transportation system operates at acceptable levels of service include the following:	
ICS-2.1 Coordinate with Regional Transportation Planning	ICS-3.3 New Development Level of Service C
ICS-2.2 Improved Port of Hueneme Access	ICS-3.4 Roadway Design/Freeway Capacity
ICS-2.3 Mitigate Impacts on County Roads	ICS-3.5 Interim Level of Service Identification and Reporting
ICS-2.6 Intelligent Transportation Systems	ICS-3.6 Monitoring Level of Service
ICS-2.7 Coordinated Traffic Signal Timing with other Agencies	ICS-3.7 Future Level of Service
ICS-2.8 High Capacity Corridors	ICS-3.8 2030 Circulation System Diagram
ICS-3.1 CEQA Level of Service Threshold	Implementation Measure #56
ICS-3.2 Minimum Level of Service C and Exceptions	Implementation Measure #57
Policies and implementation measures designed to ensure safe and adequate bicycle and pedestrian circulation throughout the Planning Area include the following:	
ICS-8.1 Improved Bicycle and Pedestrian Safety	ICS-8.8 Educational Facilities
ICS-8.2 Bicycle Route Plan	ICS-8.9 Street Crossings
ICS-8.3 Completing Sidewalk Network	ICS-8.10 Coastal Trail Development
ICS-8.4 New Development Bicycle Improvements	ICS-8.11 Bicycle Parking and Storage
ICS-8.5 Public Sidewalks	ICS-8.12 Roadway Surfacing
ICS-8.6 ADA Handicap Requirements	Implementation Measure #58
ICS-8.7 Downtown and Beach Bicycle Accessibility	

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.2-4: The Project could result in changes in accessibility to Oxnard-area railroad terminals and cargo transfer points.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *Mitigations Are Primarily the Responsibility of Another Agency*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

As more fully described above under 4.2-1, implementation of the Project would result in substantial increases in vehicular traffic throughout the City as well as modifications to the transportation infrastructure system. There are a number of transition points between the roadway system and the railroads in the City that may be affected by the Project. Additional vehicle traffic near railroads could also increase a variety of safety concerns associated with roadway-rail crossings.

Policies and implementation measures included as part of the Project that would address this impact are provided in the Project Report (see Appendix C of this Draft PEIR). Policies and implementation measures provided in the General Plan Goals & Policies Report are designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and railroad modes of transportation (see policies ICS-5.1 through ICS-5.3). Additionally, policies ICS-4.2 "Study Separating Rail and Roadways" and ICS-4.7 "Grade Crossings" have been developed to address safety issues associated with railroad/vehicle use. However, as railroad and port activity is largely provided by other agencies over which the City has some but not complete control and these agencies are charged with meeting future demand under their responsibility, this impact is considered ***less than significant***. The Project includes policies that commit the City to seeking adequate response from other responsible agencies and Oxnard has direct representation on several of the decision making bodies of the responsible agencies.

This impact is considered ***less than significant***.

Infrastructure and Community Services

Policies and implementation measures designed to ensure that adequate infrastructure facilities and services are adequately funded and allocated throughout the Planning Area include the following:

ICS-1.1 Maintain Existing Service Levels	Implementation Measure #51
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #53
ICS-1.3 Funding for Public Facilities	Implementation Measure #54
ICS-1.6 Infrastructure Conditions of Approval	Implementation Measure #55

Policies and implementation measures designed to ensure that the Planning Area's transportation system operates at acceptable levels of service include the following:

ICS-2.1 Coordinate with Regional Transportation Planning	ICS-3.3 New Development Level of Service C
ICS-2.2 Improved Port of Hueneme Access	ICS-3.4 Roadway Design/Freeway Capacity
ICS-2.3 Mitigate Impacts on County Roads	ICS-3.5 Interim Level of Service Identification and Reporting
ICS-2.6 Intelligent Transportation Systems	ICS-3.6 Monitoring Level of Service
ICS-2.7 Coordinated Traffic Signal Timing with other Agencies	ICS-3.7 Future Level of Service

ICS-2.8 High Capacity Corridors	ICS-3.8 2030 Circulation System Diagram
ICS-3.1 CEQA Level of Service Threshold	Implementation Measure #56
ICS-3.2 Minimum Level of Service C and Exceptions	Implementation Measure #57
Policies designed to ensure safe and adequate railroad accessibility and operations throughout the Planning Area include the following:	
ICS-4.2 Study Separating Rail and Roadways	ICS-5.1 Enhanced Passenger Rail Service
ICS-4.6 Freight Rail	ICS-5.2 Passenger Rail Service Expansion
ICS-4.7 Grade Crossings	ICS-5.3 Sub Regional Transportation Center
ICS-4.8 Freight Railroad Right of Way	

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.2-5: The Project could result in substantial changes in accessibility to the Port of Hueneme.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *None required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Similar to the discussion above under Impact 4.2-1, implementation of the Project would result in substantial increases in vehicular traffic throughout the City as well as modifications to the transportation infrastructure system. The Port of Hueneme currently has two primary access routes for the port including Rice Avenue/ Hueneme Road and Victoria Avenue. Victoria Avenue's bridge over the Santa Clara River has been widened to reduce the impacts of a major bottleneck. The Port of Hueneme Intermodal Corridor Project is the reconstruction of the SR-1/ Rice Avenue/ Pleasant Valley Road interchange that was built in conjunction with the Rice Avenue extension to Hueneme Road. The City of Oxnard is designing the reconstruction of the Rice Avenue/ US-101 interchange which will complete the link from the Port of Hueneme to US-101, the major route connecting the City of Oxnard to adjoining regions.

Policies and implementation measures provided in the General Plan Goals & Policies Report are designed to minimize transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes. With implementation of these capital improvements, policies and implementation measures (shown below), this impact is considered ***less than significant***.

Infrastructure and Community Services	
Policies and implementation measures designed to ensure that adequate infrastructure facilities and services are adequately funded and allocated throughout the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	Implementation Measure #51
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #53
ICS-1.3 Funding for Public Facilities	Implementation Measure #54
ICS-1.6 Infrastructure Conditions of Approval	Implementation Measure #55
Policies and implementation measures designed to ensure that the Planning Area's transportation system operates at acceptable levels of service include the following:	
ICS-2.1 Coordinate with Regional Transportation Planning	ICS-3.3 New Development Level of Service C
ICS-2.2 Improved Port of Hueneme Access	ICS-3.4 Roadway Design /Freeway Capacity
ICS-2.3 Mitigate Impacts on County Roads	ICS-3.5 Interim Level of Service Identification and Reporting
ICS-2.6 Intelligent Transportation Systems	ICS-3.6 Monitoring Level of Service
ICS-2.7 Coordinated Traffic Signal Timing with other Agencies	ICS-3.7 Future Level of Service
ICS-2.8 High Capacity Corridors	ICS-3.8 2030 Circulation System Diagram
ICS-3.1 CEQA Level of Service Threshold	Implementation Measure #56
ICS-3.2 Minimum Level of Service C and Exceptions	Implementation Measure #57

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.2-6: The Project could result in inadequate parking capacity.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Implementation of the Project includes substantial amounts of new development in the Planning Area that will require parking areas based upon the specific parking requirements generated by a particular land use. The City's Zoning Code contains a variety of parking standards to ensure adequate levels of parking area are provided under all future development in the City. Additionally, policies included as part of the Project that would minimize this impact are summarized below by general plan element, with a complete description of these policies provided in Appendix C "Policy Document" of this draft EIR. As shown below, policies included in the Infrastructure and Community Services Element have been designed to ensure adequate levels of both on- and off-street parking is provided as part of all future development proposals and that excessive amounts of parking is also avoided (see policies ICS-9.2 "Development Has Adequate Parking" and ICS-9.4 "Monitoring of Parking Conditions and Revise Regulations"). Other policies have been included (see Policy ICS-9.1 "Beach and Coastal Parking") to help address beach and coastal access and reduce impacts to the natural environment. With implementation of the below mentioned policies, this impact is considered ***less-than-significant.***

Infrastructure and Community Services
Policies designed to minimize parking impacts through the implementation of adequate parking standards include the following:
ICS-7.4 Park and Ride Lots ICS-9.1 Beach and Coastal Parking ICS-9.2 Development has Adequate Parking ICS-9.3 Neighborhood Parking Permits ICS-9.4 Monitoring of Parking Conditions and Revise Regulations

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No mitigation measures are required.

Impact 4.2-7: The Project could conflict with adopted policies, plans, or programs supporting alternative transportation.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Implementation of the Project includes substantial amounts of new development in the Planning Area. The City's support of a variety of alternative transportation modes and programs is one of the primary features of several policies contained in the Infrastructure and Community Services Element of the Project. For example, policies ICS-8.1 through ICS-8.12 call for the integration of bicycle/pedestrian facilities into future City-wide development. Additionally, Policy ICS-7.2 "Reduce Single-Occupancy Automobile Dependency" requires the City to promote and increase a variety of alternative forms of transportation and Policy ICS-7.4 "Park and Ride Lots" requires the City to designate locations for Park and Ride facilities to encourage ride sharing and other commuting options. With implementation of the below mentioned policies and implementation measures, this impact is considered ***less-than-significant.***

Infrastructure and Community Services	
Policies and implementation measures designed to ensure that adequate infrastructure facilities and services are adequately funded and allocated throughout the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	Implementation Measure #51
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #53
ICS-1.3 Funding for Public Facilities	Implementation Measure #54
ICS-1.6 Infrastructure Conditions of Approval	Implementation Measure #55

Policies and implementation measures designed to encourage the use of alternative forms of transportation through out the Planning Area include the following:

ICS-7.1 Require TDM Programs
ICS-7.2 Reduce Single-Occupancy Automobile Dependency
ICS-7.3 TDM Development Patterns
ICS-7.4 Park and Ride Lots

Policies and implementation measures designed to ensure safe and adequate bicycle and pedestrian circulation throughout the Planning Area include the following:

ICS-8.1 Improved Bicycle and Pedestrian Safety
ICS-8.2 Bicycle Route Plan
ICS-8.3 Completing Sidewalk Network
ICS-8.4 New Development Bicycle Improvements
ICS-8.5 Public Sidewalks
ICS-8.6 ADA Handicap Requirements
ICS-8.7 Downtown and Beach Bicycle Accessibility
ICS-8.8 Educational Facilities
ICS-8.9 Street Crossings
ICS-8.10 Coastal Trail Development
ICS-8.11 Bicycle Parking and Storage
ICS-8.12 Roadway Surfacing
Implementation Measure #58

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No mitigation measures are required.

4.3 Utilities

Environmental and Regulatory Setting

Chapter 4 of the Background Report provides a detailed description of the existing utility context for the Project. It includes a description of the major utility service providers and identifies key environmental setting information specific to water supply, wastewater systems, storm drainage, and solid waste issues.

Applicable NOP Comments Considered

As a result of comments received during the NOP public scoping phase of the Project, specific utility systems effects have been considered as part of the impact analysis (see Table 1-1 of Chapter 1 "Introduction"). The Ventura County Watershed Protection District, Planning and Regulatory Division states that the PEIR should identify the City's water supplies, water treatment facilities, and drainage system. The City of San Buenaventura and various other public commenter's (at the City Council Study Session) provided similar comments specific to water supply issues.

Impact Methodology

The assessment of utilities is a qualitative review of the existing services available to the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued service that meets acceptable standards.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard

Thresholds Guide. The project (or the project alternatives) would result in a significant impact if it would:

- Need new or expanded water supply entitlements that are not anticipated by the current Urban Water Management Plan, with amendments;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- Exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board (RWQCB);
- Require additional capacity to serve the project's projected demand in addition to existing commitments;
- Result in increase of erosion during the construction process or cause significant changes in the flow velocity or volume of storm water runoff to cause environmental harm and the potential for significant increases in erosion of the project site and surrounding areas;
- Result in an increase of the discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas;
- Result in an increase of the level of pollutants in storm water runoff from the post-construction activities or cause the impairment of the beneficial uses of receiving waters or areas that provide water quality benefit or cause significant harm on the biological integrity of the waterways and water bodies by the discharge of stormwater;
- Produce solid waste that impedes the City's ability to meet State Law and/or would exceed the permitted capacity of a landfill; or
- Conflict with federal, state, and local statutes and regulations related to solid waste.

Impacts and Mitigation Measures

Impact 4.3-1: The Project could require new or expanded water supplies facilities or affect the adequacy of a water supply beyond that anticipated by the current Urban Water Management Plan, the GREAT Program, and related public works plans and programs.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

The City has a comprehensive Water Management Program that outlines how the City plans to provide an adequate water supply to meet forecasted water demands well into the future. In addition to its internal water management program, the City is working cooperatively with local groundwater managers such as the Fox Canyon Groundwater Management Agency (FCGMA), United Water Conservation District (UWCD), and Calleguas Municipal Water District (CMWD) (Las Posas) on local groundwater management programs as well as CMWD and Metropolitan Water District (MWD) on regional imported water supply issues. Together, these programs are intended to provide a high degree of flexibility to provide a reliable long term water supply under a broad range of known (i.e. projected growth and planned water supply projects) and unknown scenarios (i.e. global climate change). The availability of local groundwater as augmented by existing groundwater management programs (including groundwater recharge through the Freeman Diversion project and the Las Posas Aquifer Storage Project), imported State water, and the City's planned water recycling effort through it's GREAT and Augmented M&I Supplemental Water Programs will help to ensure that the City will be able to meet long term water demands.

Table 4-7 provides a Citywide water demand projection that includes all anticipated development within the City through the Year 2030. Based on this projection, the total Citywide water demand will be about 42,730 acre feet per year (AFY) in 2030.

TABLE 4-7
2007 CUMULATIVE WATER DEMAND PROJECTION (AFY)

	Category	Additions	Deductions	Cumulative Total
a.	Existing water demand (2007)			25,690
b.	Existing P&G demand (2007)	2,800		28,490
c.	Specific Plans			
	- Ormond Beach (South)	800		
	- Ormond Beach (North)	545		
	- Camino Real Business Park	140		
	- Teal Club	420		
	- Oxnard Village (Wagon Wheel)	640		
	- Sakioka Farms	1,695		
	- Jones Ranch	625		
Subtotal		4,865		33,355
d.	Other large project areas	2,135		35,490
e.	Infill projects	1,065		36,555
f.	Additional demand due to redevelopment	1,200		37,755
g.	Recycled Water		(3,225)	34,530
h.	Brine Loss	4,200		38,730
i.	Water Conservation			
	Assume 5 percent		(2,100)	36,630
j.	Unaccounted-for-water			
	Assume 4 percent	1,600		38,230
k.	Allowance for exp. beyond City	0		38,230
l.	Allow changes in unit demands			
	Assume 10 percent of residential	2,000		40,230
m.	Contingency			
	Assume 2,500 AFY	2,500		42,730
	Total – All production - 2030			**42,730**

Source: City of Oxnard, 2008

Table 4-8 provides a summary of water supply sources for the City, projected for the years 2010 through 2030. These projected water supplies include water from both the City's Augmented M&I Supplemental Water and Groundwater Recovery Enhancement and Treatment (GREAT) Programs.

The GREAT Program EIR is incorporated by reference.

With the City's combination of State Water provided through CMWD, groundwater provided by UWCD and existing City wells, and the M&I Supplemental water programs, the City will have a 2010 water supply of about 40,625 AFY. This supply is projected to grow to 57,725 AFY in 2030 with the implementation of the GREAT Program (recycled water system). This projection assumes a 2030 production capacity of 17,100 AFY (16.95 mgd) for the GREAT Advanced Water Purification Facility (AWPF) facility. As noted above, the initial phases of the GREAT Program and the related Recycled Water Backbone System have been approved by the City, are substantially funded and the City otherwise has plans in place to arrange for the remaining funding, and are pending implementation. In addition, the City is in the process of developing its Recycled Water Master Plan which will address implementation of the City's recycled water management program.

TABLE 4-8
CITY OF OXNARD PROJECTED WATER SUPPLIES

Water Supply Sources	2010	2015	2020	2025	2030
CMWD Allocation Delivery(a)	14,100	14,100	14,100	14,100	14,100
UWCD Delivery(b)					
From Allocation	6,800	6,800	6,800	6,800	6,800
From Credits	0	0	0	0	0
GW Production from City Wells(c)					
From Baseline Allocation	820	820	820	820	820
From Historical Allocation	8,415	8,415	8,415	8,415	8,415
From Transferred Allocation	1,490	1,490	1,490	1,490	1,490
From Credits	0	0	0	0	0
M&I Supplemental Water(d) From Existing Program	4,000	4,000	4,000	4,000	4,000
From Augmented Program	5,000	5,000	5,000	5,000	5,000
GREAT Program(e)					
From exchange with farmers for increased GW pumping rights	0	475	6,975	6,975	6,975
From credits for groundwater recharge/seawater injection barrier	0	1,300	7,300	7,300	7,300
Total (rounded)	**40,625**	**42,400**	**54,900**	**54,900**	**54,900**

Source: City of Oxnard, 2008

Notes: (a) Per 2005 UWMP, City's Tier 1 allocation minus the PHWA reservation.

(b) This assumes the most conservative availability of City's allocation from UWCD; that the GMA implements the full 25 percent cutback by 2010. The Credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance with UWCD. No deliveries from the credits are shown because there is sufficient supply to meet demand without using these credits. As of the end of 2006, the City had approximately 7,314 AF of stored credits with UWCD.

(c) Includes the existing 15 % cutbacks but no future cutbacks in City's allocation. Transferred Allocation includes groundwater allocation from converted agricultural lands and from the OVMWD to date. It assumes the most conservative availability of Transferred Allocation since the Transferred Allocation will increase as private agricultural land is converted to City M&I demand by future development. An estimate of potential transferred allocation is currently being developed. The credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance with the GMA. No deliveries from the credits are shown because there is sufficient supply to meet demand without using these credits. As of the end of 2006, the City had approximately 12,294 AF of stored groundwater credits with the GMA.

(d) M&I Supplemental water assumed to be 4,000 AFY until 2010, when it increases to 9,000 AFY with the incorporation of the augmented program.

(e) Of the 17,500 AFY of expected supply from the Great Program, approximately 6,975 AFY would be delivered to farmers in exchange for their groundwater pumping rights and 7,300 AFY would be used for groundwater recharge or the seawater injection barrier in exchange for increased groundwater pumping rights. The remaining 3,225 AFY of supply would be delivered to M&I users and has been credited to the overall City demands and is this not included in this Table as a supply. Brine loss from the desalters was also included with overall City demands and thus is not included in this table. The first Phase of GREAT Program is projected to be a 6.25 MGD facility (6,300 AFY) and is planned for operation by 2010-2011. The first expansion is recommended to be a 5.2 MGD expansion and the second expansion is recommended to be a 5.5 MGD, for a total 2020 capacity of 16.95 MGD (17,100 AFY). The BS-1 desalter is expected to be on-line in 2009 producing 7.5 MGD or 8,400 AFY. The BS-3 desalter is expected to be on-line in 2011 producing 5.0 MGD.

Additionally, as part of a water supply assessment prepared for the Oxnard Village Specific Plan Project (City of Oxnard, 2008), the availability of water necessary to serve development anticipated as part of the Project was also evaluated for several water year scenarios. **Tables 4-9 through 4-15** provide a comparison of the City's projected supply verses the anticipated demand under normal year weather conditions, single dry year weather conditions, and worst case multiple dry year weather conditions. As shown in these tables, the City will have adequate water supply to meet the projected demand under all scenarios through the year 2030.

TABLE 4-9
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: NORMAL YEAR (AFY)

	2010	2015	2020	2025	2030
Supply totals	40,625	42,400	54,900	54,900	54,900
Demand totals	34,260	38,375	41,030	42,230	42,730
Difference	6,365	4,025	13,870	12,670	12,170
Difference as percent of Supply	16%	9%	25%	23%	22%
Difference as percent of Demand	19%	10%	34%	30%	28%

TABLE 4-10
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: SINGLE DRY YEAR (AFY)

	2010	2015	2020	2025	2030
Supply totals	40,625	42,400	54,900	54,900	54,900
Demand totals	34,260	38,375	41,030	42,230	42,730
Difference	6,365	4,025	13,870	12,670	12,170
Difference as percent of Supply	16%	9%	25%	23%	22%
Difference as percent of Demand	19%	10%	34%	30%	28%

TABLE 4-11
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2007 – 2010) (AFY)

	2007	2008	2009	2010
Supply totals	27,066	35,625	40,625	40,625
Demand totals	27,066	28,162	29,258	34,260
Difference	0	7,463	11,367	6,365
Difference as percent of Supply	0%	21%	28%	16%
Difference as percent of Demand	0%	27%	39%	19%

TABLE 4-12
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2011-2015) (AFY)

	2011	2012	2013	2014	2015
Supply totals	40,980	41,335	41,690	42,045	42,400
Demand totals	35,083	35,906	36,729	37,552	38,375
Difference	5,897	5,429	4,961	4,493	4,025
Difference as percent of Supply	14%	13%	12%	11%	9%
Difference as percent of Demand	17%	15%	14%	12%	10%

TABLE 4-13
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO:MULTIPLE DRY YEARS (2016-2020) (AFY)

	2016	2017	2018	2019	2020
Supply totals	42,400	42,400	42,400	42,400	54,900
Demand totals	38,906	39,437	39,968	40,499	41,030
Difference	3,494	2,963	2,432	1,901	13,870
Difference as percent of Supply	8%	7%	6%	4%	25%
Difference as percent of Demand	9%	8%	6%	5%	34%

TABLE 4-14
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2021-2025) (AFY)

	2021	2021	2023	2024	2025
Supply totals	54,900	54,900	54,900	54,900	54,900
Demand totals	41,270	41,510	41,750	41,990	42,230
Difference	13,630	13,390	13,150	12,910	12,670
Difference as percent of Supply	25%	24%	24%	24%	23%
Difference as percent of Demand	33%	32%	31%	31%	30%

TABLE 4-15
PROJECTED SUPPLY AND DEMAND COMPARISON SCENARIO: MULTIPLE DRY YEARS (2026-2030) (AFY)

	2026	2027	2028	2029	2030
Supply totals	54,900	54,900	54,900	54,900	54,900
Demand totals	42,330	42,430	42,530	42,630	42,730
Difference	12,570	12,470	12,370	12,270	12,170
Difference as percent of Supply	23%	23%	23%	22%	22%
Difference as percent of Demand	30%	29%	29%	29%	28%

Policies included as part of the Project that address a range of water supply issues are summarized below. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand the range of public services and utilities (including water supply infrastructure) consistent with community needs. Also, Policy ICS-11.4 "GREAT Program Implementation" requires the City to continue supporting and implementing this program as a key way to meet the City's long term water supply needs. Policies ICS-11.2 and ICS-11.7 encourage the City to continue its promotion of a variety of water conservation measures (including landscaping and low flow fixtures) as part of all future development. Additionally, Policy ICS-11.12 "Water for Irrigation" encourages the use of non-potable water supplies for landscape irrigation. Policy ICS-11.10 "Water Supply Assessment for All Projects" requires the preparation of water supply studies prior to the approval of future development projects. Additionally, Implementation Measure #59 requires the City to maintain and periodically update water, wastewater, and drainage infrastructure master plans to ensure sufficient levels of infrastructure are planned for and financed in the City. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	ICS-1.4 Infrastructure Conditions of Approval
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #51
ICS-1.3 Funding for Public Facilities	
Policies and implementation measures designed to minimize this impact through the provision and conservation of water resources and service include the following:	
ICS-11.1 Water Quality Management Plans	ICS-11.7 Water Conservation
ICS-11.2 Xeriscaping	ICS-11.9 Groundwater Extractions
ICS-11.3 Evaluating UWMP	ICS-11.10 Water Supply Assessment for All Projects
ICS-11.4 GREAT Program Implementation	ICS-11.12 Water for Irrigation
ICS-11.5 Distribution System	Implementation Measure #59
ICS-11.6 Sustainability of Groundwater	Implementation Measure #60

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.3-2: The Project could result in impacts to groundwater supply, recharge, and secondary impacts to groundwater resources.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

As previously described above under the description for Impact 4.3-2, the City has a comprehensive multifaceted Water Management Program that outlines how the City plans to provide an adequate water supply to meet forecasted water demands, while protecting the health of the groundwater aquifer. In addition to its internal water management program, the City is working cooperatively with local groundwater managers such as the FCGMA, UWCD, and CMWD on local groundwater management programs. Continued implementation of existing groundwater management programs (including groundwater recharge through the Freeman Diversion project and the Las Posas Aquifer Storage Project) and the City's planned water recycling effort through it's GREAT and Augmented M&I Supplemental Water Programs will help to ensure that the City will be able to meet long term water demands and ensure sufficient groundwater recharge.

Policies included as part of the Project that address a range of water supply and groundwater resource issues are summarized below. For example, Policy ICS-11.4 "GREAT Program Implementation" requires the City to continue supporting and implementing this program as a key way to meet the City's long term water supply needs. Policies ICS-11.2 and ICS-11.7 encourage the City to continue its promotion of a variety of water conservation measures (including landscaping and low flow fixtures) as part of all future development. Additionally, Policy ICS-11.6 "Sustainability of Groundwater" calls for the continued support of the various policies of the local groundwater management agency and Policy ICS-11.9 "Groundwater Extractions" calls for the continued adherence to the Ventura County Regional Water Quality Planning Program's recommendations regarding groundwater quality and extractions. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service

Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:

ICS-1.1 Maintain Existing Service Levels
ICS-1.2 Development Impacts to Existing Infrastructure
ICS-1.3 Funding for Public Facilities
ICS-1.6 Infrastructure Conditions of Approval Implementation Measure #51

Policies and implementation measures designed to minimize this impact through the provision and conservation of water resources and service include the following:

ICS-11.1 Water Quality Management Plans
ICS-11.7 Water Conservation

ICS-11.2 Water Wise landscapes	ICS-11.9 Groundwater Extractions
ICS-11.3 Evaluating UWMP	ICS-11.10 Water Supply Assessment for All Projects
ICS-11.4 GREAT Program Implementation	ICS-11.12 Water for Irrigation
ICS-11.5 Distribution System	Implementation Measure #59
ICS-11.6 Sustainability of Groundwater	Implementation Measure #60

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.3-3: The Project could result in wastewater treatment demand in excess of planned capacity that cannot be met by new or expanded facilities.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

The Oxnard Wastewater Treatment Plant (OWTP) has a current capacity of 31.7 million gallons per day (mgd) with average daily flows of approximately 24.0 mgd. The City anticipates expansion of the plant to 39.7 mgd by 2020. Thus, it is anticipated that sufficient capacity exists to accommodate wastewater generated by the Project. However, it is anticipated that a variety of wastewater conveyance (including sewer lines and lift stations) would need to be increased in order to accommodate wastewater flows associated with the Project.

Policies included as part of the Project that address a range of wastewater issues are summarized below. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand the range of public services and utilities (including wastewater infrastructure) consistent with community needs. Also, Policy ICS-12.1 "Water Recycling and Resource Recovery" encourage water recycling in some industrial developments to minimize sewer flows. Policy ICS-12.2 "Monitoring Plant Performance" requires the City to continue monitoring the performance of the wastewater treatment plant to proactively determine capacity requirements. Policy ICS-12.6 "Timing of Future Development" requires the City to impose conditions on future development to ensure adequate levels of wastewater infrastructure are planned and financed. Additionally, Implementation Measure #59 requires the City to maintain and periodically update water, wastewater, and drainage infrastructure master plans to ensure sufficient levels of infrastructure are planned for and financed in the City. With

implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels ICS-1.2 Development Impacts to Existing Infrastructure ICS-1.3 Funding for Public Facilities	ICS-1.6 Infrastructure Conditions of Approval Implementation Measure #51
Policies and implementation measures designed to minimize this impact through the continued provision of wastewater treatment facilities and operations include the following:	
ICS-12.1 Water Recycling and Resource Recovery ICS-12.2 Monitoring Plant Performance ICS-12.3 Wastewater Discharge Monitoring ICS-12.4 Wastewater Discharge	ICS-12.5 Sedimentation Control ICS-12.6 Timing of Future Development Implementation Measure #59

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.3-4: The Project could violate water quality standards or waste discharge requirements, or otherwise degrade water quality.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Both point sources, such as direct drainage sources, and nonpoint source of water pollution, such as urban runoff, are usually discharged via separate storm drains to "Waters of the United States" and are therefore regulated under the federal Clean Water Act (CWA). Consequently, the City must comply with provisions of the CWA, including federal water quality, waste discharge, and total maximum daily load standards. Development under the Project would potentially impact the quality of runoff and other pollutant loadings to receiving waters. Water quality impacts may also be significantly greater during the region's rainy season.

Policies included as part of the Project that would minimize this impact are summarized below. Specific policies include continued compliance with federal surface water protection standards (see ICS-11.11). Additional policies address water quality concerns by ensuring adequate stormwater drainage infrastructure (see policies ICS-1.1 through ICS-1.4) and maintaining adequate water and waste distribution capacity. Also, Policy ICS-11.8 "Channel Islands Harbor Water Quality" encourages the City to comment or condition pending applications that would affect bay and harbor development to address a range of issues include water quality concerns. With

implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels ICS-1.2 Development Impacts to Existing Infrastructure ICS-1.3 Funding for Public Facilities	ICS-1.6 Infrastructure Conditions of Approval Implementation Measure #51
Policies designed to minimize water quality impacts associated with stormwater, water, and wastewater utility infrastructure needed to serve existing and planned urban areas include the following:	
ICS-11.8 Channel Islands Harbor Water Quality ICS-11.11 Water Quality	ICS-12.3 Wastewater Discharge Monitoring ICS-12.4 Wastewater Discharge

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.3-5: The Project could result in water quality issues resulting from increased soil erosion and downstream sedimentation related to construction activities.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Development of the Project would involve construction and grading activities that could result in erosion and downstream sedimentation of Planning Area drainages and waterways. Sediment and other associated pollutants entering receiving waters would result in adverse changes to water quality.

Policies included as part of the Project that would address a range of water quality issues (including those resulting from increased sedimentation) are summarized below by draft General Plan Element. Specific policies include continued compliance with federal surface water protection standards (see ICS-11.11). Policy ICS-12.5 "Sedimentation Control" requires by conditions of approval that silt and sediment from construction-related activities be either minimized or prohibited. Additional policies address water quality concerns by ensuring adequate stormwater drainage infrastructure (see policies ICS-1.1 through ICS-1.4) and maintaining adequate water and waste distribution capacity. Future development in the Planning Area would continue

to be subject to local and State codes and requirements for erosion control and grading. In addition, project sites encompassing an area of one or more acres would continue to be required to comply with all applicable erosion control measures or best management practices (BMPs) specified in a National Pollutant Discharge Elimination System (NPDES) permit and consequently the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The term "BMP refers to a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures range from source control, such as use of permeable pavement, to treatment of polluted runoff, such as detention basins and constructed wetlands. Further, the effectiveness of a particular BMP is highly contingent on the context in which it is applied and the method in which it is implemented. BMPs are best used in combination to most effectively remove target pollutants. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels ICS-1.2 Development Impacts to Existing Infrastructure ICS-1.3 Funding for Public Facilities	ICS-1.6 Infrastructure Conditions of Approval Implementation Measure #51
Policies designed to minimize water quality impacts associated with stormwater, water, and wastewater utility infrastructure needed to serve existing and planned urban areas include the following:	
ICS-11.8 Channel Islands Harbor Water Quality ICS-11.11 Water Quality ICS-12.4 Wastewater Discharge Monitoring	ICS-12.4 Wastewater Discharge ICS-12.5 Sedimentation Control

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.3-6: The Project could affect drainage patterns through increased on-site and downstream erosion and sedimentation.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Land uses and development under the Preferred Land Use Alternative (including the Circulation Diagram) could result in an alteration of local drainage patterns and/or the modes of stormwater

conveyance that would increase watershed peak flow rates. Increased peak flow rates may increase local channel or floodplain erosion and downstream sedimentation.

Policies included as part of the Project that would address a range of drainage and water quality issues are summarized below. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand the range of public services and utilities (including stormwater drainage infrastructure) consistent with community needs. Additional policies address water quality concerns by ensuring adequate stormwater drainage infrastructure (see policies ICS-1.1 through ICS-1.4). Other policies include continued compliance with federal surface water protection standards (see ICS-11.11) and a variety of measures to reduce sedimentation and erosion (see Policy ICS-12.5 "Sedimentation Control"). With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	Implementation Measure #21
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #51
ICS-1.3 Funding for Public Facilities	ICS-13.2 Adequate Storm Drains
CS-1.6 Infrastructure Conditions of Approval	ICS-13.3 Stormwater Detention Basins
Implementation Measure #21	ICS-13.4 Low Impact Development
Policies designed to minimize water quality impacts associated with stormwater, water, and wastewater utility infrastructure needed to serve existing and planned urban areas include the following:	
ICS-11.11 Water Quality	ICS-12.4 Wastewater Discharge
ICS-12.4 Wastewater Discharge Monitoring	ICS-12.5 Sedimentation Control

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.3-7: The Project could result in the need for increased stormwater drainage system capacities beyond existing, planned, or ability to modify to meet demand.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Development of the Project could increase peak drainage flow rates, erosion, and downstream sedimentation in and around new development. Such increases would reduce the capacity of drainages and could result in flood flows that exceed existing downstream channel and stormwater system capacities.

Policies included as part of the Project that would address a range of drainage and water quality issues are summarized below. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand the range of public services and utilities (including stormwater drainage infrastructure) consistent with community needs. Additional policies address water quality concerns by ensuring adequate stormwater drainage infrastructure (see policies ICS-1.1 through ICS-1.4). Implementation Measure #21 requires the City to maintain and periodically update a storm drainage infrastructure master plan. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	Implementation Measure #51
ICS-1.2 Development Impacts to Existing Infrastructure	ICS-13.2 Adequate Storm Drains
ICS-1.3 Funding for Public Facilities	ICS-13.3 Stormwater Detention Basins
CS-1.6 Infrastructure Conditions of Approval	ICS-13.4 Low Impact Development
Implementation Measure #21	

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.3-8: The Project could increase solid waste disposal demand beyond existing or planned capacity or impede the ability to expand capacity.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Project development could increase the amount of solid waste generated in the Planning Area beyond existing or planned capacity or the ability of the City to expand capacity. Policies included as part of the Project that would address solid waste issues are summarized below. For example, Policy ICS-14.1 "Waste Reduction" calls for the City to continue implementing and participating in appropriate source reduction and recycling programs to meet mandated waste reduction levels as specified within the California Integrated Waste Management Act of 1989. Policy ICS-14.3 "New Development Requirements" calls for the City to require developers to employ a variety of practices that reduce the quantities of waste generated. Implementation Measure #64 requires the City to prepare guidelines to encourage "green" building techniques such as the recycling of construction debris. With implementation of these policies and implementation measures (shown below), this impact is considered ***less than significant***.

Infrastructure and Community Service Element	
Policies and implementation measures designed to minimize this impact through the continued provision of solid waste services and recycling activities include the following:	
ICS-14.1 Waste Reduction	ICS-14.3 New Development Requirements
ICS-14.2 Use of Recycled Materials	Implementation Measure #64

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

4.4 Public Facilities and Services

Environmental and Regulatory Setting

This section evaluates potential impacts to the provision of a variety of public services (including public safety, education, libraries, and other community facilities) to the Planning Area associated with implementation of the Project. Chapter 4 of the Background Report provides a detailed description of all facilities/services maintained by the City of Oxnard and includes available setting information on school districts that also provide service to the Planning Area.

Applicable NOP Comments Considered

As a result of comments received during the NOP public scoping phase of the Project, public facilities and service-related comments have been considered as part of the impact analysis (see Table 1-1 of Chapter 1 "Introduction"). The Ocean View School District provided comments that the Project should identify future school sites on the land use map.

Impact Methodology

The assessment of public facilities and services is a qualitative review of the existing services available to the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued service that meets acceptable standards.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guide*. The project (or the project alternatives) would result in a significant impact if it would:

- Increase the need or use of existing law enforcement facilities such that substantial physical deterioration of the facility would occur or be accelerated in order to maintain acceptable service ratios or response times;
- Increase the need or use of existing fire protection facilities such that substantial physical deterioration of the facility would occur or be accelerated in order to maintain acceptable service ratios or response times;
- Increase the need or use of existing school services or facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Increase the need or use of existing library or other community facilities such that substantial physical deterioration of the facility would occur or be accelerated in order to maintain acceptable levels of service.

Impacts and Mitigation Measures

Impact 4.4-1: The Project would increase the need or use of law enforcement service.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Implementation of the Project would increase the overall demand on law enforcement services to the City. Future growth is expected to generate the typical range of service calls. New police facilities, vehicles, equipment, and personnel will be required in order to provide adequate response times to serve future growth, particularly in the growing northeast area. However, the additional personnel and materials costs would be offset through the increased revenue, and fees, generated by future development. In addition, future projects will be reviewed by the City on an individual

basis and will be required to comply with requirements (i.e., impact fees, etc.) in effect at the time building permits are issued.

Policies included as part of the Project that address the need for additional law enforcement services are summarized below by draft General Plan Element. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand public services (including law enforcement facilities and programs) consistent with community needs. Also, Policy ICS-19.8 "Response Time" requires the City to maintain an average response time of 5 minutes or less for priority one calls. Policy ICS-19.2 "Police Review of Development Projects" requires the police department to review and provide recommendations on development projects. Policies ICS-19.4 and ICS-19.5 encourage a variety of programs and safety measures (i.e., crime prevention devices, neighborhood watch programs, etc.) that can be implemented by local residents. Additionally, Implementation Measure #65 requires the City to monitor and update local plans for fire and law enforcement protection locations based on future development trends. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	ICS-1.6 Infrastructure Conditions of Approval
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #51
ICS-1.3 Funding for Public Facilities	
Policies and implementation measures designed to minimize this impact through the continued provision of law enforcement services include the following:	
ICS-19.1 Additional Police Facilities	ICS-19.6 Crime and Safety Education Programs
ICS-19.2 Police Review of Development Projects	ICS-19.7 New Development
ICS-19.3 Law Enforcement Communication Techniques	ICS-19.8 Response Time
ICS-19.4 Crime Prevention Device Requirements	Implementation Measure #65
ICS-19.5 Incorporating Security Design Principles	Implementation Measure #68

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.4-2: The Project would increase the need or use of fire protection service.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Implementation of the Project would increase the overall demand on fire protection and emergency medical response services to the City. Future growth is expected to generate the typical range of service calls. New facilities, vehicles, equipment, and personnel will be required in order to provide adequate response times to serve future growth, particularly in the growing northeast area. However, the additional personnel and materials costs would be offset through the increased revenue, and fees, generated by future development. In addition, future projects will be reviewed by the City on an individual basis and will be required to comply with requirements (i.e., impact fees, etc.) in effect at the time building permits are issued.

Policies included as part of the Project that address the need for additional fire protection and emergency medical response services are summarized below by draft General Plan Element. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand public services (including fire protection facilities and programs) consistent with community needs. Also, policies ICS-20.1 "Fire Response Time" and ICS-20.2 "Provision of Fire Station Facilities and Equipment" support the maintenance of response times and adequate facility/staff requirements to ensure appropriate City service standards (ISO rating and response times). Policies ICS-20.3 and ICS-20.4 require a variety of fire prevention features (including sprinklers) in all residential, commercial, and industrial businesses. Policy ICS-20.9 requires new development applications to assess potential impacts or shortfalls to the continued provision of fire protection services. Policy ICS-20.10 "Cooperation with Adjacent Fire Districts" also calls for the City to continue cooperating with regional and adjacent agencies. Additionally, Implementation Measure #65 requires the City to monitor and update local plans for fire and law enforcement protection locations based on future development trends. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels	ICS-1.6 Infrastructure Conditions of Approval
ICS-1.2 Development Impacts to Existing Infrastructure	Implementation Measure #51
ICS-1.3 Funding for Public Facilities	

Policies and implementation measures designed to minimize this impact through the continued provision of fire protection and emergency medical response services include the following:

ICS-20.1 Fire Response Time	ICS-20.7 Fire Education Programs
ICS-20.2 Provision of Fire Station Facilities and Equipment	ICS-20.8 Adherence to City Standards
	ICS-20.9 Development Review
ICS-20.3 Commercial and Industrial Sprinkler Requirements	ICS-20.10 Cooperation with Adjacent Fire Districts
	ICS-20.11 Adequate Emergency Access and Routes
ICS-20.4 Residential Sprinkler Requirements	ICS-20.13 Weed Abatement
ICS-20.5 Fire Prevention Mitigation Fee	Implementation Measure #65
ICS-20.6 Fire Services to New Development	Implementation Measure #68

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.4-3: The Project would increase the need or use of school services or facilities.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Implementation of the Project would increase the population of the Planning Area and result in increased student generation. The majority of these students would be generated in the four elementary school districts and the one high school district (Oxnard Union High School District) that provide service to the Planning Area. Consequently, new facilities and personnel will be required in order to provide adequate service for future growth. Although these school districts have plans for the construction of new facilities, the continued provision of adequate funding sources (i.e., developer fees, etc.) and the dedication or purchase of future school sites will be necessary to ensure continued development of future school facilities. The California legislature has provided that developer payment of school impact fees constitutes full mitigation of new development on school facilities per Government Code Section 65996(b).

Policies included as part of the Project that address the need for additional school services are summarized below by draft General Plan Element. For example, the Project includes Policies ICS-21.1, ICS-21.4, and ICS-21.6 which require the City to coordinate the future planning, siting, and construction of new school facilities with the appropriate school district to help them ensure that adequate levels of service are maintained. Policy ICS-21.2 "Development Fees" calls for the City to continue collecting school impact development fees from new development. With implementation of the below mentioned policies, this impact is considered ***less-than-significant.***

Infrastructure and Community Service Element	
Policies designed to minimize this impact through the continued support of school and educational services include the following:	
ICS-21.1 Accommodating City Growth	ICS-21.4 Mitigation of Impacts
ICS-21.2 Development Fees	ICS-21.5 Expansion of Existing Facilities
ICS-21.3 Siting of Schools	ICS-21.6 Monitor Enrollment Needs

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

Impact 4.4-2: The Project would increase the need or use of libraries and other community facilities.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Implementation of the Project would increase the overall demand on City provided community services and libraries. New facilities, equipment, and personnel will be required in order to provide adequate response times to serve future growth. Therefore, the City's costs to maintain equipment, programs, and facilities would also increase. However, future projects will be reviewed by the City on an individual basis and will be required to comply with requirements (i.e., impact fees, etc.) in effect at the time building permits are issued.

Policies included as part of the Project that address the need for additional community services are summarized below. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand public services (including library programs) consistent with community needs. Also, Policy ICS-22.3 "Expansion of Library Services" calls for the continued monitoring and adjustment of library services to ensure future City needs are met. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels ICS-1.2 Development Impacts to Existing Infrastructure ICS-1.3 Funding for Public Facilities	ICS-1.6 Infrastructure Conditions of Approval Implementation Measure #51
Policies designed to minimize this impact through the continued provision of library and other City-sponsored community services include the following:	
ICS-22.1 Library Funding ICS-22.2 Location of Library Facilities	ICS-22.3 Expansion of Library Services ICS-22.4 Information Technology

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

4.5 Parks and Recreation

Environmental and Regulatory Setting

This section evaluates potential impacts to the provision of park and recreation services to the Planning Area associated with implementation of the Project. Chapter 4 of the Background Report provides a detailed description of all parks operated by the City of Oxnard and includes available setting information on national, state, and county parks located in the Planning Area.

Applicable NOP Comments Considered

As a result of comments received during the NOP public scoping phase of the Project, park and recreation-related comments have been considered as part of the impact analysis (see Table 1-1 of Chapter 1 "Introduction"). A number of general comments regarding the need to have the Project meet the recreational needs of all residents in the Planning Area were made at the City Council Study Session for the Project.

Impact Methodology

The assessment of park and recreation-related services is a qualitative review of the existing services available to the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued service that meets acceptable standards.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guide*. The project (or the project alternatives) would result in a significant impact if it would:

- Increase the need or use of existing park facilities such that substantial physical deterioration of the facility would occur or be accelerated in order to maintain acceptable service ratios or response times.

Impacts and Mitigation Measures

Impact 4.5-1: The Project would increase the need or use of park and recreation facilities.

Impact Summary

Level of Significance Before Mitigation: *Less than Significant*
Required Additional Policies or Mitigation Measures: *None Required*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Implementation of the Project would increase the overall demand on park services to the City. Future growth is expected to generate the typical range of demands for facilities. New park facilities, equipment, and personnel will be required to serve future growth, particularly in the growing northeast area. Therefore, the City's costs to maintain equipment and facilities would also increase. Future projects will be reviewed by the City on an individual basis and will be required to comply with requirements in effect at the time building permits are issued.

Policies included as part of the Project that address a range of water supply issues are summarized below. For example, policies ICS-1.1 "Maintain Existing Service Levels", ICS-1.2 "Development Impacts to Existing Infrastructure", and ICS-1.3 "Funding for Public Facilities" require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand a variety of public services (including park and recreation facilities) consistent with community needs. Also, policies ICS-23.1 "City Park and Recreation Standards", ICS-23.3 "Identifying Additional Parklands", and Implementation Measure #70 require the City to maintain park service standards and make land acquisition for parks and open space a priority. Policy ICS-23.8 will require the City to ensure that recreation facilities are sited to minimize negative impacts (i.e., parking, night lighting, and excessive noise)

on surrounding neighborhoods. Additionally, Policy ICS-26.2 "Coordinate Recreation Programs with Other Agencies" requires the City to coordinate its recreation programs with those of other public agencies. With implementation of the below mentioned policies and implementation programs, this impact is considered ***less-than-significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels ICS-1.2 Development Impacts to Existing Infrastructure ICS-1.3 Funding for Public Facilities	ICS-1.6 Infrastructure Conditions of Approval Implementation Measure #51
Policies and implementation measures designed to minimize this impact through the provision and conservation of water resources and service include the following:	
ICS-23.1 City Park and Recreation Standards ICS-23.2 Facility Rehabilitation ICS-23.3 Identifying Additional Parklands ICS-23.4 Collocation of Parks and Schools ICS-23.5 Resident Access to Scenic Areas ICS-23.6 Promoting Community Interest ICS-23.7 Signage ICS-23.8 Buffering Neighborhood Parks ICS-23.9 Regional Park Accessibility ICS-23.10 Siting to Maximize Security	ICS-24.1 Funding Methods ICS-24.2 Fiscal Responsibility ICS-24.3 Quimby Fee Formula ICS-26.2 Coordinate Recreation Programs with Other Agencies ICS-26.5 Youth Programs and Services Implementation Programs #69 Implementation Programs #70

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

CHAPTER 5
Environmental Resources

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Environmental Resources

5.1 Introduction

As previously described in the "Reader's Guide" (see Chapter 1 of this Draft PEIR), a common chapter numbering system was used in preparing key general plan documents to allow readers the ability to easily find related information through out the various documents. In the Background Report, Chapter 5 is the "Environmental Resources" section, which provides environmental setting and regulatory information on the various resources that comprise the natural or environmental resources of the City's Planning Area (including biological, aesthetic, historic, and air quality resources). The Project provides a variety of policies and implementation measures that have been specifically developed to guide the continued preservation of these resources.

This chapter of the PEIR describes the potential impacts of the Project on a variety of environmental resource-related topics including:

- Biological Resources (Section 5.2);
- Aesthetic Resources (Section 5.3);
- Cultural Resources (Section 5.4);
- Agricultural and Soil Resources (Section 5.5);
- Mineral Resources (Section 5.6);
- Air Quality and Climate Change (Section 5.7); and
- Energy and Resource Conservation (Section 5.8).

Acronyms

- Air Quality Management Plan (AQMP)
- California Air Pollution Control Officers Association (CAPCOA)
- California Air Resources Board (CARB)
- California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP)

- California Environmental Quality Act (CEQA)
- California Office of Environmental Health Hazard Assessment (OEHHA)
- California Register of Historical Resources (CRHR)
- Carbon Dioxide (CO2)
- City Urban Restriction Boundaries (CURB)
- Compressed Natural Gas (CNG)
- Corporate Average Fuel Economy (CAFE)
- Fire and Resource Assessment Program (FRAP)
- Gigawatt Hours (GWh)
- Greenhouse Gas (GHG)
- Habitat Conservation Plan (HCP)
- Hydro fluorocarbons (HFCs)
- Hydrogen (H2)
- Independent System Operator (ISO)
- Methane (CH4)
- Natural Communities Conservation Plan (NCCP)
- Nitrogen Oxides (NOx)
- Nitrous Oxide (N2O)
- Notice of Preparation (NOP)
- Office of Planning and Research (OPR)
- Pacific Gas and Electric (PG&E)
- Program Environmental Impact Report (PEIR)
- Per fluorocarbons (PFCs)
- Reactive organic gases (ROG)

- Regional Transportation Improvement Program (RTIP)
- Save Open Space and Agricultural Resources (SOAR)
- Southern California Association of Governments (SCAG)
- Sulfur Hexafluoride (SF6)
- Toxic Air Contaminants (TAC)
- Vehicle Miles Travelled (VMT)
- Ventura County Air Pollution Control District (VCAPCD)

5.2 Biological Resources

Biological resource impacts include impacts to common species, special-status species, and the habitats in which they are typically found.

Environmental and Regulatory Setting

Chapter 5 of the Background Report provides a detailed description of key wildlife habitats including habitats associated with coastal areas, annual grasslands, and valley foothill riparian habitats. The Background Report also identifies special-status species found in the Planning Area as well as relevant regulations by resource agencies (i.e., United States Fish and Wildlife Service, California Department of Fish and Game, etc.) that have jurisdiction over biological resources.

Applicable NOP Comments Considered

As a result of comments (see Table 1-1 of Chapter 1 "Introduction") received during the NOP public scoping phase of the Proposed Project, specific effects on biological resources have been considered as part of the impact analysis. For example, the State Resources Agency, Department of Parks and Recreation stated that the PEIR should consider including policies that avoid habitat degradation, preserve open space, agriculture, wildlife corridors, and areas adjacent to the Santa Clara River, and avoid intensification of uses in and around State Parks.

Impact Methodology

The assessment of impacts to biological resources is a qualitative review of the existing biological resource conditions that comprise the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued protection of these resources. Using GIS data from the Fire and Resource Assessment Program (FRAP), an estimate of the area

affected (number of acres of converted habitat land) was calculated for the Proposed Project. Detailed descriptions of these habitats are provided in the Background Report.

There is no established or planned Habitat Conservation Plan (HCP) or Natural Communities Conservation Plan (NCCP) within or near the Planning Area. Consequently, the Project would not affect or conflict with any established or planned HCP or NCCP. Consequently, this issue is not discussed further in this section.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Section 15065 and Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- 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;

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means;

- 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; or

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impacts and Mitigation Measures

Impact 5.2-1: The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of special status species.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Although a majority of the Planning Area primarily consists of agricultural and urban land uses, Valley Foothill Riparian habitat can be found adjacent to the Santa Clara River and Marine, Coastal Scrub, and Saline Emergent Wetland habitats can be found along the western (or coastal) portion of the Planning Area. A number of sensitive plant species are known to occur or have the potential to occur within these habitats, including Ventura Marsh milk-vetch, Salt Marsh's birds-beak, and slender-horned spineflower. Similarly, numerous special status bird, mammal, invertebrate, fish, and reptile species are also found within these habitats, including Western yellow-billed cuckoo, Western snowy plover, California least tern, and Tidewater goby. Many of the habitats described above provide important foraging, dispersal, and migratory corridors for both common and special status species within the Planning Area and the surrounding region. As previously described, Appendix B of this Draft PEIR provides a complete list of these special status species and identifies the potential habitat areas where these species may be located.

Development resulting from the Project (build out of the Preferred Land Use and Circulation Diagram) would allow for the introduction of some new development in agricultural, coastal, and areas along the Santa Clara River. Such development has the potential to result in a significant effect on sensitive habitats, individual plants, and wildlife species. Some of these key effects are described in greater detail below:

- **Habitat Conversion.** The primary impact would be the direct conversion of sensitive habitats for building pad development and the construction of buildings, infrastructure, and roadways. Additional impacts would occur with increased erosion from new roadways, roadway expansions, and improvements. The introduction of developed land uses would also result in the elimination of habitat and food sources for wildlife through the removal of vegetative communities and increasing the interface between urban areas and habitat areas. The introduction of new sources of light and glare could also affect nesting habitat and migratory corridors. These effects may be particularly pronounced for wildlife species with low tolerance for habitat modification or disturbance, especially some riparian bird and reptile species.

- **Indirect Impacts of the Project.** Suitable habitat for listed species exists within the Planning Area and could be directly affected by both development under the Proposed Project, and roadway improvement and construction. Just as direct impacts would occur to habitats where listed species are found, indirect impacts would occur as well. Indirect impacts occur primarily through increased human/wildlife interactions, habitat fragmentation, encroachment by exotic plants and weeds, and area-wide changes in surface water flows or groundwater levels due to development of previously undeveloped areas. Development of previously undeveloped land for residential uses can expose species to impacts from feral and unconfined pets. Additionally, the Project incorporates a network of roadways and other circulation features throughout the City, further exposing habitat and species to possible indirect impacts associated with pedestrian and bicycle use of areas that are currently inaccessible.

- **Habitat Fragmentation.** Much of the habitat within the Planning Area used by listed species is currently interconnected with large areas of open space and sparse development that currently has a minor impact on species in the area. However, development of portions of the Planning Area consistent with the Project could result in small pockets of conserved habitat that are no longer connected by open space areas, resulting in indirect impacts to species diversity and movement within the Planning Area. Habitat fragmentation reduces the species richness and increases the potential for the extinction or disappearance of sensitive species. Alterations to the hydrology, increased sedimentation, pollutants or garbage, increased human disturbance from off-road vehicles, and pedestrian traffic may result from the fragmentation of larger habitat areas (with minimal or no links to larger regional habitats) to smaller isolated preserves. However, in developing the Land Use and Circulation Diagrams, the City focused growth within developed portions of the City in an effort to minimize encroachment on the more sensitive coastal and northern portions of the Planning Area (e.g., Santa Clara River waterway).

- **Encroachment by Exotic Weeds.** Generally, landscaping installed as part of development in the region has relied heavily on exotic, non-native plant species for decoration. However, some of these species can spread to natural areas, causing native plant life to be replaced by exotic species. As native plants are replaced by exotic species, indirect impacts to the habitat of listed species would occur such as modification or degradation of habitat.

The majority of impacts to sensitive vegetation communities and wildlife species would occur as a result of project-specific activities developed subsequent to the Project. At the time individual development applications are submitted, the City would assess development proposals for potential site-specific impacts to significant biological resources pursuant to CEQA and associated State and federal regulations.

While implementation of the Project could result in the conversion of small amounts of habitat areas within the Planning Area to a developed or urban use, the Project would also result in the designation of some habitat areas under a General Plan land use designation that would protect those habitats from future development. For example, the designation of "*Resource Protection*",

"*Open Space*", "*Parks and Recreation*", and "*Agricultural*" lands under the Land Use Diagram would serve to protect these local habitat areas. Build out of the Project would result in the designation of 1,420 acres as Resource Protection, 60 acres of Open Space, 1,400 acres of Parks and Recreation, and 23,250 acres of Agricultural lands that could be used to preserve natural habitat. This is an overall increase of 3,800 acres of Agricultural Land, an additional 40 acres of Open Space, and an additional 810 acres of Resource Protection lands. Overall, build out of the Project could result in the protection of Saline Emergent Wetland, Coastal Scrub, Montane Riparian, and Annual Grassland habitats.

The preservation of biological resources is a key goal of the Proposed Project. Policies and implementation measures included as part of the Project that would minimize this impact are summarized below by general plan chapter, with a complete description of these policies and implementation measures provided in the Goals and Policies Report (see Appendix C of this Draft PEIR). For example, the Environmental Chapter contains a number of policies that encourage the protection and preservation of a variety of sensitive habitats and natural resource areas (see policies ER-2.2, ER-2.3, ER-4.1, ER-4.2, ER-4.3, and ER-4.6). Several policies encourage avoidance of habitats (see policies ER-2.2 "Protection of Sensitive Habitats" and ER-2.4 "Design Review Process") or identify mitigation requirements (see policies ER-3.3, ER-4.4, and ER-7.4) and development standards (see Policy ER-7.6 "Control of Lighting and Glare") that address potential impacts to biological resources.

In addition, the Project also provides a number of policies that address avoiding impacts to the unique sensitive biological resources of the Planning Area. For example, Policy ER-2.1 encourages preservation, restoration, and enhancement of the Ormond Beach wetlands and Mugu Lagoon (also see Implementation Measure #1). Policy ER-3.1 specifically addresses preservation and enhancement of habitat near the Santa Clara River and McGrath Lake. A variety of other policies have been developed to protect unique coastline and ocean resources (including policies ER-3.4 "Reduce Impact on Harbor, Bay, and Ocean Water Ecology", ER-3.5, ER-7.2, ER-9.1, and ER-9.2). Other policies address preservation and minimization of impacts to special-status species and wetland and riparian habitats (see policies ER-3.2 and RE-3.4), while other policies address preservation of agricultural and other open space uses (see policies ER-1.2, ER-15.1, and ER-15.2) to promote habitat values. Finally, Policy ER-11.1 promotes the development of native, drought-tolerant landscapes throughout the City to help address the encroachment of exotic plant species. Because the Project focuses future development away from sensitive habitat areas and will implement a number of comprehensive policies (contained in the Goals and Policies Report) designed to minimize biological resource impacts, impacts to fish and wildlife species (including special status species) are considered ***less than significant***.

Environmental Resources	
Policies designed to protect and preserve sensitive habitats (including those associated with the Santa Clara River) in the Planning Area include the following:	
ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-3.1 Preservation of Riparian Habitat ER-4.1 Encourage Protection of Sensitive Habitat ER-4.2 Limiting Activities in Sensitive Areas	ER-4.3 Designation of Resource Protection Areas ER-4.5 Planning in Sensitive Areas ER-4.6 Resource Protection Zoning Policies Implementation Measure #2

Policies designed to protect and preserve unique wetlands, coastal, and ocean resources of the Planning Area include the following:	
ER-2.1 Restoration of Ormond Beach Wetlands ER-3.4 Reduce Impact on Harbor, Bay, and Ocean Water Ecology ER-3.5 Reduce Construction Silt and Sediment	ER-7.2 Protect and Enhance Major Scenic Resources ER-9.1 Protect Shoreline ER-9.2 New Coastal Development Implementation Measure #1
Policies designed to protect agricultural and related open space resources of the Planning Area include the following:	
ER-1.2 Protect Surrounding Agricultural and Open Space ER-15.1 Conservation of Agricultural Open Space	ER-15.2 Greenbelt Policies Implementation Measure #3
Policies designed to mitigate the impact of development on key biological resources include the following:	
ER-2.4 Design Review Process ER-3.3 Require Mitigation Measures from Other Agencies ER-4.4 Loss of Sensitive Habitats	ER-7.4 Develop Tree Management Program and Ordinance ER-7.6 Control of Lighting and Glare ER-11.1 Promote Use of Native Landscape

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.2-2: The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of common plant and wildlife species.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Planning Area contains several habitats that support a variety of common plant and wildlife species. Similar to that described under Impact 5.2-1, development resulting from the Project (build out of the Land Use and Circulation Diagram) would allow for the introduction of some new development in agricultural, coastal, and areas adjacent to the Santa Clara River. Similar to the impacts described above to special status species, such development has the potential to result in a significant effect on common plant and wildlife species.

Policies and implementation measures included as part of the Project that would minimize this impact are summarized below by general plan chapter, with a complete description of these policies and implementation measures provided in the Goals and Policies Report (see Appendix C of this Draft PEIR). For example, the Environmental Chapter contains a number of policies that encourage the protection and preservation of a variety of sensitive habitats and natural resource areas (see policies ER-2.2, ER-2.3, ER-4.1, ER-4.2, ER-4.3, and ER-4.6). Several policies encourage avoidance of habitats (see policies ER-2.2 “Protection of Sensitive Habitats” and ER-2.4 “Design Review Process”) or identify mitigation requirements (see policies ER-3.3, ER-4.4,

and ER-7.4) and development standards (see Policy ER-7.6 "Control of Lighting and Glare") that address potential impacts to biological resources.

In addition, the Project also provides a number of policies that address avoiding impacts to the unique sensitive biological resources of the Planning Area. For example, Policy ER-2.1 encourages preservation, restoration, and enhancement of the Ormond Beach wetlands and Mugu Lagoon (also see Implementation Measure #1). Policy ER-3.1 specifically addresses preservation and enhancement of habitat near the Santa Clara River and McGrath Lake. A variety of other policies have been developed to protect unique coastline and ocean resources (including policies ER-3.4 "Reduce Impact on Harbor, Bay, and Ocean Water Ecology", ER-3.5, ER-7.2, ER-9.1, and ER-9.2). Other policies address preservation and minimization of impacts to special-status species and wetland and riparian habitats (see policies ER-3.2 and RE-3.4), while other policies address preservation of agricultural and other open space uses (see policies ER-1.2, ER-15.1, and ER-15.2) to promote habitat values. Because the Project focuses future development away from sensitive habitat areas and will implement a number of comprehensive policies (contained in the Goals and Policies Report) designed to minimize biological resource impacts, impacts to fish and wildlife species (including special status species) are considered ***less than significant***.

Impact 5.2-3: The Project could have a substantial adverse effect on sensitive natural communities including riparian habitats.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Areas along the Santa Clara River contain Valley Foothill Riparian, Annual Grassland, Marine and other sensitive natural communities or habitats. The coastal areas along the western portion of the Planning Area, specifically the southwestern portion, contain Saline Emergent Wetland and Marine habitats. These habitats support a variety of plant and wildlife species living along watercourses or water bodies adaptable to seasonal flooding.

Similar to Impact 5.2-1, policies and implementation measures included as part of the Project would minimize impacts to these sensitive natural communities or habitats. For example, the Environmental Chapter contains a number of policies that encourage the protection and preservation of a variety of sensitive habitats and natural resource areas. For example, Policy ER-2.1 encourages preservation, restoration, and enhancement of the Ormond Beach wetlands and Mugu Lagoon (also see Implementation Measure #1). Policy ER-3.1 specifically addresses preservation and enhancement of habitat near the Santa Clara River and McGrath Lake. A variety of other policies have been developed to protect unique coastline and ocean resources (including

policies ER-3.4 "Reduce Impact on Harbor, Bay, and Ocean Water Ecology", ER-3.5, ER-7.2, ER-9.1, and ER-9.2). Other policies address preservation and minimization of impacts to special-status species and wetland and riparian habitats (see policies ER-3.2 and RE-3.4), while other policies address preservation of agricultural and other open space uses (see policies ER-1.2, ER-15.1, and ER-15.2) to promote habitat values. Because the Project focuses future development away from sensitive habitat areas and will implement a number of comprehensive policies (contained in the Goals and Policies Report) designed to minimize biological resource impacts, impacts to fish and wildlife species (including special status species) are considered ***less than significant***.

Environmental Resources	
Policies designed to protect and preserve sensitive habitats (including those associated with the Santa Clara River) in the Planning Area include the following:	
ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-3.1 Preservation of Riparian Habitat ER-4.1 Encourage Protection of Sensitive Habitat ER-4.2 Limiting Activities in Sensitive Areas	ER-4.3 Designation of Resource Protection Areas ER-4.5 Planning in Sensitive Areas ER-4.6 Resource Protection Zoning Policies Implementation Measure #2
Policies designed to protect and preserve unique wetlands, coastal, and ocean resources of the Planning Area include the following:	
ER-2.1 Restoration of Ormond Beach Wetlands ER-3.4 Reduce Impact on Harbor, Bay, and Ocean Water Ecology ER-3.5 Reduce Construction Silt and Sediment	ER-7.2 Protect and Enhance Major Scenic Resources ER-9.1 Protect Shoreline ER-9.2 New Coastal Development Implementation Measure #1
Policies designed to protect agricultural and related open space resources of the Planning Area include the following:	
ER-1.2 Protect Surrounding Agricultural and Open Space ER-15.1 Conservation of Agricultural Open Space	ER-15.2 Greenbelt Policies Implementation Measure #3
Policies designed to mitigate the impact of development on key biological resources include the following:	
ER-2.4 Design Review Process ER-3.3 Require Mitigation Measures from Other Agencies ER-4.4 Loss of Sensitive Habitats	ER-7.4 Develop Tree Management Program and Ordinance ER-7.6 Control of Lighting and Glare ER-11.1 Promote Use of Native Landscape

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.2-4: The Project could have a substantial adverse effect on federally protected wetlands and other waters.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

As more fully described above under Impacts 5.2-1 and Impact 5.2-3, development resulting from build out of the Project could result in both direct and indirect adverse impacts to Saline Emergent Wetland and Marine habitats and other sensitive natural communities occurring in the Planning Area.

Policies and implementation measures included as part of the Project that would minimize this impact are summarized below by general plan chapter, with a complete description of these policies and implementation measures provided in the Project. For example, the Environmental Resources chapter contains several policies and implementation measures that encourage the preservation of areas near Ormond Beach, Mugu Lagoon, Santa Clara River, and McGrath Lake to minimize impacts associated with urban encroachment on sensitive habitats (see Policies ER-2.1and ER-3.1 and Implementation Measures #1 and #2). The Project also includes policies that require mitigating and avoiding impacts to sensitive habitat areas, such as Saline Emergent Wetlands (see Policies ER-2.4, ER-3.3, ER-4.4, and ER-7.4). Policy ER-2.2 proposes to designate sensitive habitats in permanent open space areas on the Preferred Land use and Circulation Diagram. Because the Project focuses future development away from wetland areas and will implement a number of comprehensive policies (contained in the Goals and Policies Report) designed to minimize biological resource impacts, impacts to sensitive natural communities (including riparian habitats) are considered ***less than significant***.

Environmental Resources	
Policies designed to protect and preserve sensitive habitats (including those associated with the Santa Clara River) in the Planning Area include the following:	
ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-3.1 Preservation of Riparian Habitat ER-4.1 Encourage Protection of Sensitive Habitat ER-4.2 Limiting Activities in Sensitive Areas	ER-4.3 Designation of Resource Protection Areas ER-4.5 Planning in Sensitive Areas ER-4.6 Resource Protection Zoning Policies Implementation Measure #2
Policies designed to protect and preserve unique wetlands, coastal, and ocean resources of the Planning Area include the following:	
ER-2.1 Restoration of Ormond Beach Wetlands ER-3.4 Reduce Impact on Harbor, Bay, and Ocean Water Ecology ER-3.5 Reduce Construction Silt and Sediment	ER-7.2 Protect and Enhance Major Scenic Resources ER-9.1 Protect Shoreline ER-9.2 New Coastal Development Implementation Measure #1
Policies designed to mitigate the impact of development on key biological resources include the following:	
ER-2.4 Design Review Process ER-3.3 Require Mitigation Measures from Other Agencies ER-4.4 Loss of Sensitive Habitats	ER-7.4 Develop Tree Management Program and Ordinance ER-7.6 Control of Lighting and Glare ER-11.1 Promote Use of Native Landscape

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.2-5: The Project could have a substantial adverse effect on wildlife habitat, nursery sites, or movement opportunities.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Several areas within the Planning Area (predominantly Santa Clara River and the riparian areas that border it) are used as migratory corridors for the movement of wildlife. Waterways and riparian habitats are already heavily impacted by urban and agricultural land uses leading to degraded conditions in these areas. As more fully described above under Impact 5.2-1, development resulting from build out of the Project has the potential to cause an increase in both vehicular traffic levels and nighttime light levels near sensitive habitat areas that could also serve to deter wildlife movement in the area.

Similar to Impact 5.2-1, policies and implementation measures included as part of the Project would minimize this impact (please see the discussion provided above for Impact 5.2-1 for a complete list of all the policies and implementation measures). With implementation of the above mentioned policies, this impact is considered ***less than significant***.

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.2-6: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Project has been developed to include various policies designed to protect a variety of biological resources, including trees. Future projects in accordance with the Project would be required to comply with all relevant policies and ordinances relating to tree preservation and

preservation of other biological resources. Impact 3.2-1 in Chapter 3 of this Draft PEIR analyzes the Proposed Project's potential for conflicting with the Local Coastal Plan, which is intended to protect sensitive coastal resources. The Local Coastal Plan is implemented and enforced through the City's Coastal Zoning Ordinance. As discussed in Impact 3.2-1, the Project is consistent with the Local Coastal Plan and the Coastal Zoning Code.

As previously described, the preservation of biological resources is a key goal of the Proposed Project. Policies and implementation measures included as part of the Project that would minimize this impact are summarized below by general plan chapter, with a complete description of these policies and implementation measures provided in the Goals and Policies Report (see Appendix C). For example, Policy ER-7.4 "Develop Tree Management Program and Ordinance" requires two to one replacement or transplant of a significant tree proposed for removal and Implementation Measure #4 calls for the adoption of development code provisions to protect mature trees. With implementation of the above mentioned policies, this impact is considered ***less than significant***.

Environmental Resources	
Policies designed to protect and preserve sensitive habitats (including those associated with the Santa Clara River) in the Planning Area include the following:	
ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-3.1 Preservation of Riparian Habitat ER-4.1 Encourage Protection of Sensitive Habitat	ER-4.2 Limiting Activities in Sensitive Areas ER-4.3 Designation of Resource Protection Areas ER-4.5 Planning in Sensitive Areas ER-4.6 Resource Protection Zoning Policies
Policies designed to mitigate the impact of development on key biological resources include the following:	
ER-2.4 Design Review Process ER-3.3 Require Mitigation Measures from Other Agencies ER-4.4 Loss of Sensitive Habitats ER-7.4 Develop Tree Management Program and Ordinance	ER-7.6 Control of Lighting and Glare ER-11.1 Promote Use of Native Landscape Implementation Measure #4 Implementation Measure #5

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

5.3 Aesthetic Resources

Aesthetic resource impacts can include impacts to the visual character of the Planning Area, scenic vistas, or scenic highways.

Environmental and Regulatory Setting

Chapter 5 of the Background Report (Appendix B) provides a detailed description of the existing aesthetic and visual context for the Planning Area. It describes open spaces, beaches and coastline, agricultural areas, and the urban environment that provide a variety of views in the Planning Area. The Background Report also identifies relevant regulations by resource agencies (i.e., California Department of Transportation, etc.) that have jurisdiction over aesthetic resources.

Applicable NOP Comments Considered

No specific comments regarding aesthetic resources were submitted during the public scoping period.

Impact Methodology

The assessment of visual resources is a qualitative review of the existing resources located within the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued protection of these resources. As part of the analysis, a reconnaissance-level survey of the various aesthetic resources (including views of local waterways, parks, open space areas, and neighborhoods) of the Planning Area was conducted.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Substantially degrade the existing visual character or quality of the site and its surroundings;
- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impacts and Mitigation Measures

Impact 5.3-1: The Project could degrade the existing visual character or quality of scenic resources or vistas.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The visual character of the City's Planning Area is influenced by the quality of its roadways, parks, open space areas, and the land uses adjoining them (i.e., open space, neighborhoods, etc.). Visual quality is often affected by a variety of factors including General Plan land use designations and policies, specific plan requirements, zoning regulations and enforcement, and private property maintenance. As described in Chapter 5 of the Project, the City's Planning Area includes several natural scenic resources, including the Pacific Ocean to the west, Santa Clara River to the north, and Greenbelt areas to the northeast and east.

The Preferred Land Use and Circulation Diagram would result in temporary changes in local visual conditions during construction of future projects subsequent to the Project in the Planning Area. Depending on the specific location and type of construction project, these temporary construction-related visual impacts on local scenic resources could include impaired views of the Coastal Mountain Range, the Pacific Ocean, the Santa Monica Mountains, and parts of the Ventura-Oxnard and Camarillo-Oxnard Greenbelts. However, given the relatively short-term nature of these construction-related activities, construction-related visual impacts are considered ***less than significant***.

The policies identified as part of the Project (see below) were designed to promote the enhancement of the City's visual quality through the preservation of existing open space areas, incorporation of design features into future citywide development that promote visual quality, and through the preservation of unique historic resources and neighborhoods. However, build out of the Preferred Land Use and Circulation Diagram could result in several permanent changes to existing views associated with new development predominately within the northeastern portions of the Planning Area. Although development anticipated under the Project would represent the continuation of existing city-wide land use patterns, new development within the northeastern portions of the Planning Area is proposed on land outside the SOAR boundary, which is used for a variety of agricultural and open space uses. This proposed development has the potential to introduce obstructions to low-angle views of the surrounding area, including views of the nearby Greenbelt and the Coastal Mountain Range. This impact to the existing visual character of the City is considered ***less than significant***.

Environmental Resources	
Policies designed to protect the visual quality of the Planning Area by preserving existing open space areas include the following:	
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-1.2 Protect Surrounding Agriculture and Open Space ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-2.4 Design Review Process ER-4.1 Encourage Protection of Sensitive Habitat ER-6.1 New Development Aesthetics	ER-7.1 Incorporate Views in New Development ER-7.2 Protect and Enhance Scenic Resources ER-7.3 Preserve Views of Small Aesthetic Resources ER-9.1 Protect Shoreline ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Policies
Environmental Resources	**Infrastructure and Community Services**
Policies designed to improve the overall visual quality of the existing urban environment and incorporate aesthetic values into the design of future development, include the following:	
ER-7.5 Siting of Transmission Lines ER-7.6 Control of Lighting and Glare ER-8.2 Design of Sound or Zone Walls ER-8.3 Design of Transportation Related Structures ER-9.2 New Coastal Development ER-10.1 Enhance Historic Character ER-10.2 Enhance Neighborhood Diversity ER-10.3 Residential Street Lighting ER-10.4 Human Scale Development	ICS-2.9 Scenic Highway Preservation ICS-2.10 Gateway Enhancements
Environmental Resources	**Community Development**
Policies designed to maintain the unique historic character of neighborhoods in the Planning Area include the following:	
ER-12.2 Mitigating the Impact of New Development on Cultural Resources ER-12.4 Historic Preservation ER-12.5 State Historic Building Code for Adaptive Reuse ER-12.8 Historical Resource Inventory	CD-3.1 Neighborhood Preservation CD-9.1 Neighborhood Identity CD-9.5 Unique Character Preservation CD-11.1 Promote Existing Historic Areas CD-11.2 Historical District Expansion CD-11.4 Incorporate Historic Features

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.3-2: The Project could degrade the quality of scenic corridors or views from scenic roadways.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

A review of the current Caltrans Map of Designated Scenic Routes indicates that there are no officially state-designated or eligible scenic routes within the Planning Area. HWY 101 and State Route 1 are eligible to be Scenic Routes, but currently are not designated as such. The City, in

conjunction with Ventura County and the City of Port Hueneme, has, however, selected various routes for the City's Scenic Highway System, including a portion of Fifth Street (between Mandalay Beach Road and Revlon Slough), Central Avenue (between Vineyard Avenue and Santa Clara Avenue), Santa Clara Avenue (between U.S. Route 101 and the Sphere of Influence boundary), Gonzales Road (between Harbor Boulevard and Del Norte Boulevard), and Channel Islands Boulevard (between Ventura Road and Rice Avenue) (see Chapter 5 of the Background Report for a complete list). Some of these scenic roadways provide vantage points to the City's scenic, urban environments, including community parks and the Henry T. Oxnard Historic District. As part of the Project, these roadways could be identified for extension, expansion, or other improvements. Additionally, new or infill development adjacent to these roadways could affect the overall visual character of the area surrounding the roadway.

The preservation of aesthetic resources is a key goal of the Project. Policies included as part of the Project that would minimize this impact are summarized below by general plan chapter, with a complete description of all these policies provided in the Project. For example, the Environmental and Infrastructure and Community Services chapter contains several policies that support the preservation of significant scenic resources within the Planning Area, such as beaches, harbors, farmland, and other natural features (see Policies ER-7.1, ER-7.2, ER-7.3, ER-9.1, ER-15.2, and ER-15.2). Other policies strive to address visual impacts associated with new or existing transportation features. Policy ER-8.1 ensures that major arterials include landscaped medians or parkways, Policy ER-8.3 requires that new transportation facilities be designed in concert with surrounding structures and/or the overall character of the surrounding area and Policy ICS-2.9 "Scenic Highway Preservation" seeks to preserve the character of scenic highways. These chapters also contain policies that require development and improvements under the General Plan to maintain a high level of aesthetic integrity through enhancing gateways and transportation corridors with landscaping and interesting design features as well as providing for open space areas and parks (see Policies ER-1.2, ER-2.3, ER-6.1, ICS-2.9, ICS-2.10, CD-9.3 and CD-9.4).

Additional policies from the Community Development chapter identify the process for the consideration and approval of future building design which would include new development adjacent to local roadways. Policy CD-14.1 "Design Review Process" requires the City to ensure that public and private development projects comply with City design polices and guidelines. Additionally, Policy CD-14.2 "Design Review Committee" requires that a City staff Development Advisory Committee review new development projects for consistency with the City's development policies.

Future development associated with the Project will be required to implement the community character goals and policies set forth in the updated General Plan and will be subject to design review consistent with established City practices. Because the Project focuses future development away from open space and scenic areas (including those associated with local waterways, beaches, and greenbelt areas) and will implement a number of comprehensive policies (contained in the Goals and Policies Report) designed to minimize impacts to natural and historic resources

adjacent to routes identified under the City's Scenic Highway System, this impact to existing views is considered ***less than significant***.

Environmental Resources	
Policies designed to protect the visual quality of the Planning Area by preserving existing open space areas include the following:	
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-1.2 Protect Surrounding Agriculture and Open Space ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-2.4 Design Review Process ER-4.1 Encourage Protection of Sensitive Habitat ER-6.1 New Development Aesthetics	ER-7.1 Incorporate Views in New Development ER-7.2 Protect and Enhance Scenic Resources ER-7.3 Preserve Views of Small Aesthetic Resources ER-9.1 Protect Shoreline ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Policies
Environmental Resources	**Infrastructure and Community Services and Community Development**
Policies designed to improve the overall visual quality of the existing urban environment and incorporate aesthetic values into the design of future development, include the following:	
ER-7.5 Siting of Transmission Lines ER-7.6 Control of Lighting and Glare ER-8.1 Medians and Parkways ER-8.2 Design of Sound or Zone Walls ER-8.3 Design of Transportation Related Structures ER-9.2 New Coastal Development ER-10.1 Enhance Historic Character ER-10.2 Enhance Neighborhood Diversity ER-10.3 Residential Street Lighting ER-10.4 Human Scale Development	ICS-2.9 Scenic Highway Preservation ICS-2.10 Gateway Enhancements CD-9.3 Gateway Enhancements CD-9.4 View Corridor Preservation CD-9.6 High Rise Development CD-12.1 Municipal Design Guidelines CD-14.1 Design Review Process CD-14.2 Design Review Committee
Environmental Resources	**Community Development**
Policies designed to maintain the unique historic character of neighborhoods in the Planning Area include the following:	
ER-12.2 Mitigating the Impact of New Development on Cultural Resources ER-12.4 Historic Preservation ER-12.5 State Historic Building Code for Adaptive Reuse ER-12.8 Historical Resource Inventory	CD-3.1 Neighborhood Preservation CD-9.1 Neighborhood Identity CD-9.5 Unique Character Preservation CD-11.1 Promote Existing Historic Areas CD-11.2 Historical District Expansion CD-11.4 Incorporate Historic Features

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.3-3: The Project could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Build out of the Project would increase the amount of light and glare associated with the development of urban uses, such as additional building lights, and streetlights within open space areas that currently have no existing sources of development-related light or minimal amounts of light and glare. While the types of lighting and their specific locations are not known at this time, development under the Project would increase the amount of spill light and glare onto adjacent areas. In particular, development in the northeast portion of the City, in particular, would introduce new sources of light and glare into an area that currently contains miscellaneous agricultural uses.

As previously discussed, a major focus of the Project is the enhancement of the visual quality of the City and its surroundings, with the inclusion of several policies identified below that are designed to protect the aesthetic qualities of the City's view corridors, downtown, and open space areas (see Policies ER-1.1, ER-2.4, ER-4.5, and ER-7.3). Policies ER-7.6 and ER-10.3 specifically address minimizing lighting and glare impacts from development. With implementation of these policies, including those designed to minimize the impact of light and glare on aesthetic resources, this impact is considered ***less than significant***.

Environmental Resources	
Policies designed to protect the overall visual quality of the natural environment and reduce visual impacts from light and glare include the following:	
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-2.3 Promote Areas for Open Space ER-2.4 Design Review Process ER-4.5 Planning in Sensitive Areas ER-6.1 New Development Aesthetics ER-7.2 Protect and Enhance Major Scenic Resources	ER-7.3 Preserve Views of Small Aesthetic Resources ER-7.6 Control of Lighting and Glare ER-9.1 Protect Shoreline ER-10.3 Residential Street Lighting ER-10.4 Human Scale Development

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

5.4 Cultural Resources

Cultural resource impacts include those to existing historic resources (i.e., historic districts, landmarks, etc.) and archeological resources.

Environmental and Regulatory Setting

Chapter 5 of the Background Report provides detailed descriptions local prehistoric, ethnographic, and historic settings for the Planning Area. The Background Report also identifies relevant regulations by resource agencies (i.e., Native American Heritage Commission, etc.) that have jurisdiction over aesthetic resources.

Applicable NOP Comments Considered

As a result of comments (see Table 1-1 of Chapter 1 "Introduction") received during the NOP public scoping phase of the Project, specific effects on cultural resources have been considered as part of the impact analysis. For example, the Native American Heritage Commission provided guidance on addressing and mitigating archaeological impacts resulting from the Proposed Project. Additionally, the Santa Ynez Band of Mission Indians requested that the City continue to keep their members informed of proposed developments that may affect cultural resources.

Impact Methodology

The assessment of impacts to cultural resources is a qualitative review of the existing cultural resource conditions within the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued protection of these resources.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*.

CEQA offers directives regarding impacts on historical resources and unique archaeological resources. CEQA states that if implementation of a project would result in significant environmental impacts, then public agencies should determine whether such impacts can be substantially lessened or avoided through feasible mitigation measures or feasible alternatives. However, only significant cultural resources (e.g., "historical resources" and "unique archaeological resources") need to be addressed. The CEQA Guidelines define a historical resource as, among other things "a resource listed or eligible for listing on the California Register of Historical Resources" (CRHR) (State CEQA Guidelines §15064.5(a) (i); Public Resources Code §§5024.1, 21084.1). A historical resource may be eligible for inclusion on the CRHR, as determined by the State Historical Resources Commission or the lead agency, if the resource:

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

(CEQA Guidelines, §15064.5, subds. (a)(1), (a)(3).) In addition, a resource is presumed to constitute an "historical resource" if it is included in a "local register of historical resources" unless "the preponderance of evidence demonstrates that it is not historically or culturally significant." (CEQA Guidelines, §15064.5, subd. (a)(2)).

In addition, the State CEQA Guidelines require consideration of unique archaeological sites (§15064.5) (see also Public Resources Code §21083.2). A "unique archaeological resource" is defined as:

> *an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information. (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type. (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person. [Public Resources Code, § 21083.2, subd. (h)].*

If an archaeological site does not meet the criteria for inclusion on the CRHR but does meet the definition of a unique archeological resource as outlined in the Public Resource Code section 21083.2, it is entitled to special protection or attention under CEQA. Treatment options under section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under section 21083.2 include excavation and curation or study in place without excavation and curation.

CEQA Guidelines section 15064.5, subdivision (e), requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission must be contacted within 24 hours. At that time, the lead agency shall consult with the appropriate Native Americans as identified by the Native American Heritage Commission and directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

For historical structures, section 15064.5, subdivision (b)(3), indicates that a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling and association of the resource.

In light of this legal background, the project (or the project alternatives) would result in a significant impact if it would:

- Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

CEQA Guidelines section 15064.defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings.

Impacts and Mitigation Measures

Impact 5.4-1: The Project could cause a substantial adverse change to a historic resource.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Planning Area contains numerous examples of previously recorded historic resources. The Planning Area contains 31 recorded resources that represent the built environment, including the Henry T. Oxnard National Historic District and the Leonard Ranch Historic District. Identified historic structures and sites that are eligible for National Register of Historic Resources listing, particularly those in the City's downtown area, may be vulnerable to development activities accompanying infill activities associated with implementation of the Proposed Project.

The preservation of cultural resources is a key goal of the Proposed Project, in particular the Community Development and Environmental Chapters. Policies included as part of the Project that would minimize this impact are summarized below by general plan chapter, with a complete description of all these policies provided in the Goals and Policies Report (see Appendix C of this Draft PEIR). For example, the Community Development Chapter contains a number of policies designed to protect the historic qualities of the City's unique historic and traditional neighborhoods as new development is proposed in the Planning Area. Policy CD-9.1 "Neighborhood Identity" requires that infill development respect historic structures and be of comparable scale/character with existing historic areas. Policy CD-11.1 "Promote Existing Historic Areas" requires the continued promotion (i.e., signage, pedestrian-oriented street furniture, etc.) of existing historic areas including the Cultural Heritage District, Heritage Square,

and other historic landmarks. CD-11.4 "Incorporate Historic Features" requires new developments within historic areas to incorporate historic/natural features into site development planning.

Additionally, the Environmental Chapter provides several policies designed to protect the full range of cultural resources (including archaeological, historic, paleontological, and Native American resources). For example, the Environmental Chapter contains various policies requiring implementation of the State Historic Building Code for historic properties (see Policy ER-12.5 "State Historic Building Code for Adaptive Reuse") and call for the development of a City-wide historic resources inventory (see Policy ER-12.8 "Historical Resources Inventory"). Policy ER-12.4 "Historic Preservation" supports preservation efforts that conform to current Secretary of the Interior's and the California Office of Historic Preservation's standards and guidelines. With implementation of the above mentioned policies, this impact to historic resources is considered ***less than significant***.

Environmental Resources	Community Development
Policies designed to preserve and maintain City historic places and neighborhoods include the following:	
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-12.2 Mitigating the Impact of New Development on Cultural Resources ER-12.4 Historic Preservation ER-12.5 State Historic Building Code for Adaptive Reuse ER-12.8 Historical Resource Inventory	CD-3.1 Neighborhood Preservation CD-9.1 Neighborhood Identity CD-9.5 Unique Character Preservation CD-11.1 Promote Existing Historic Areas CD-11.2 Historical District Expansion CD-11.4 Incorporate Historic Features

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.4-2: The Project could cause a substantial adverse change to archeological, paleontological, and/or human remains.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***Revised Policy ER-12.6 "Identification of Archaeological Resources" and new Policy ER-12.10 "Native American Resources"***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Planning Area contains numerous examples of previously recorded prehistoric cultural resources, including 12 prehistoric sites and 7 isolates. Evidence from previous survey activities and site investigations of the Planning Area indicate that most prehistoric sites would consist of the following; millingstone fragments, lithic flakes, floral and faunal remains or deposits, and

projectile points. Prehistoric site probabilities would likely be lower in the eastern and southern portions of the Planning Area, although it is possible to encounter archaeological deposits in almost any location throughout the Planning Area. In general, however, because the Planning Area consists of relatively flat, alluvial plain, the probabilities for prehistoric sites would likely be low in the area south of the Santa Clara River (due to extensive erosion and sedimentation). Archaeological resources and/or human remains could be damaged or inadvertently unearthed during ground-disturbing activities such as grading, trenching, or use of staging areas.

In developing the Project, the City has also taken a key role in addressing archaeological and paleontological resources. Policies within the proposed Environmental Resources Chapter establish protocols (see policies ER-12.1 "Archaeological Resource Surveys" and ER-12.6 "Identification of Archaeological Resources") to address archaeological resources including pre-project activities (i.e., resource surveys, records searches) and resource discovery measures (i.e., data recovery and analysis). The Environmental Resources chapter also contains Policy ER-12.3 "Development Applicant" that requires development applicants to conduct records search at the South Central Coast Information Center located at California State University Fullerton. Policy ER-12.7 "Native American Remains" also requires compliance with CEQA guidelines if human remains of possible Native American origin are discovered during project construction. However, even with implementation of the below mentioned policies, this impact is still considered potentially significant.

Environmental Resources
Policies designed to preserve and maintain archaeological and or paleontological resources include the following:
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-12.1 Archaeological Resource Surveys ER-12.2 Mitigating the Impact of New Development on Cultural Resources ER-12.3 Development Applicant ER-12.6 Identification of Archaeological Resources ER-12.7 Native American Remains

Required Additional Policies or Mitigation Measures

In addition to the above mentioned policies, the following revision to Policy ER-12.6 "Identification of Archaeological Resources" and the new Policy ER-12.9 "Native American Resources" are required to ensure that this impact is reduced to a less than significant level:

- **ER-12.6 Identification of Archaeological Resources** Continue to require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist in the event that archaeological/paleontological resources are discovered during site excavation. *Require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect a site or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials. [Modified]*

- **ER-12.9 Native American Resources** The City shall consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination

with the Native American Heritage Commission should begin at the onset of a particular project. *[Modified]*

Significance after Implementation of Additional Policies for Impact 5.4-2

As stated above, the City will continue to ensure that a variety of preservation efforts are implemented under all future development projects to minimize impacts to archaeological resources (as defined in Section 15064.5), paleontological resources, or human remains. Therefore, implementation of the Project including adoption of the policies listed above (including the revised ER-12.6 "Identification of Archaeological Resources" and the new Policy ER-12.9 "Native American Resources") would result in a ***less-than-significant*** impact.

5.5 Agricultural and Soil Resources

Agricultural resource impacts include those to existing agricultural uses, Important Farmlands (those lands classified and mapped by the Farmland Mapping and Monitoring Program of the California Department of Conservation), and Williamson Act contract lands.

Environmental and Regulatory Setting

Chapter 5 of the Background Report provides a detailed description of the existing agricultural and soil resources for the proposed General Plan. As described in this report, a significant portion of the Planning Area contains Important Farmlands. Additionally, there are a number of Williamson Act contracts on those Important Farmlands. The Background Report also describes regulations relevant to the agriculture and soil resources found within the Planning Area.

Applicable NOP Comments Considered

As a result of comments (see Table 1-2 of Chapter 1 "Introduction") received during the NOP public scoping phase of the Project, specific effects from the project on agricultural resources have been considered as part of the impact analysis. For example, various commenters at the City Council Study Sessions recommended that the PEIR address agricultural resource impacts in general and also discuss the SOAR ordinance. The Ventura County Agricultural Commission suggested that in calculating impacted agriculture acres, the PEIR should distinguish which of the impacted acres are outside of the City limits, Sphere of Influence, and CURB area. The County Agricultural Commission also suggested that the PEIR describe setbacks and buffers for the new areas of interface between County farmland and City development.

Impact Methodology

The assessment of impacts to agricultural resources is a quantitative review of the existing agricultural conditions within the Planning Area and a determination of whether the Project

includes adequate provisions to ensure continued protection of these resources. Using GIS data from the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), an estimate of the area affected (number of acres of converted land) was calculated for the Preferred Land Use and Circulation Diagram.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The Project (or the project alternatives) would result in a significant impact if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or conflict with a Williamson Act contract;
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses;
- Result in substantial erosion or loss of top soil; or
- Result in substantial coastal wave or beach erosion.

Impacts and Mitigation Measures

Impact 5.5-1: The Project would result in the conversion of important farmland to non-agricultural uses.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***No Additional Mitigation is Currently Available***
Resultant Level of Significance: ***Significant and Unavoidable***

Impact Analysis

The Project would, upon buildout, result in the conversion of up to 2,000 acres (see Table 5-1) of important farmland[1], with Figure 5-1 providing the location of these farmland areas affected by future development.

TABLE 5-1
IMPORTANT FARMLANDS
AFFECTED BY THE PROPOSED PROJECT

Category	Acres
Prime Farmland	770
Farmland of Statewide Importance	1,230
Total	**2,000**

Source: FMMP, 2006.

The preservation of agricultural resources and farming operations are important goals of the Project. Policies that would minimize this impact are summarized below. For example, the Environmental Resources and Community Development chapter contain a number of policies and implementation programs that support existing agricultural buffers (including the existing Oxnard-Camarillo and Oxnard-Ventura Greenbelts around the City (see Policy ER-15.2), the SOAR/CURB ordinance and boundary (see Policy ER-13.2 "Support County Initiatives", and creation of new buffers between new development and existing agricultural operations (see Policy ER-15.4 "Urban/Agricultural Buffer Zones" and Implementation Measure #3). Other policies encourage establishment of a farmland protection program and use of conservation easements and land banking to protect continued agricultural uses throughout the Planning Area (see policies ER-15.1, ER-15.3, CD-6.1, and CD-6.2). Additionally, Policy CD-18.9 "Agricultural Heritage" supports continued acknowledgment of the agricultural industry's contribution to the City's economy and culture. However, even with implementation of the below mentioned policies and implementation measure, the conversion of an estimated 2,000 acres of important farmland to urban and other uses, is still considered ***potentially significant***.

Environmental Resources	Community Development
Policies and implementation measures designed to conserve agricultural and soil resources within the Planning Area include the following:	
ER-13.1 Sustainable Agricultural Industry ER-13.2 Support County Initiatives ER-13.3 Agricultural Partnerships ER-13.4 Agricultural Economic Contribution ER-14.1 Soil Conservation and Transfer ER-14.2 Best Agricultural Practices ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Agreements ER-15.3 Support Land Conservation Act Contracts ER-15.4 Urban/Agricultural Buffer Zones	CD-6.1 Agricultural Buffers CD-6.2 Agricultural Preservation CD-18.7 Research Relocation of Agricultural Support Uses CD-18.9 Agricultural Heritage CD-7.4 Design CD-8.5 Negative Impact Mitigation CD-8.7 Community Balance CD-9.5 Unique Character Preservation

1 Important Farmland includes Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, as designated by the most recent FMMP data.

ER-15.5 Rerouting Roads and Utilities around Agricultural Areas Implementation Measure #3	

Required Additional Policies or Mitigation Measures

As stated above, City policies would support continued agricultural uses, buffers between urban and agricultural uses, and establishment of a farmland protection program. While these policies would provide partial mitigation for agricultural conversion, it would not prevent the loss of important farmlands within the Planning Area and would still result in a ***significant*** impact.

Significance after Implementation of Mitigation for Impact 5.5-1

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level. Consequently, this impact is considered ***significant and unavoidable***.

Impact 5.5-2: The Project could conflict with existing zoning for agricultural use, or conflict with existing Williamson Act contracts.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Implementation of the Project would require the pre-zoning and annexation of lands within the Planning Area, including some agriculturally zoned parcels. Some of these parcels are currently covered by Williamson Act contracts. The Project could result in the conversion of up to 190 acres of land under Williamson Act contracts. The Project could also result in the conversion of up to 110 acres of land under Williamson Act contracts in non-renewal. It cannot be determined at this time which of these contracted parcels may be placed into non-renewal prior to annexation or the filing of specific development proposals.

It is inherent within the scope of a general plan update that certain parcels would be rezoned to maintain "vertical consistency" between the general plan and the implementing ordinances, including zoning. Therefore, the issue of zoning conflicts relates less with the general plan area, and more with the adjacent parcels which may retain their agricultural zoning (discussed below in Impact 5.5-3).

Similarly, conflicts with the Williamson Act are difficult to quantify at the general plan level. It can be assumed that future development would occur on lands currently subject to a Williamson Act contract. It is further assumed that the proper procedures, contained within the Williamson Act itself, would be followed as development within the Planning Area occurs. One of the functions of the Williamson Act is to encourage orderly development while discouraging premature development of farmlands. This purpose is also reflected in the various goals and policies of the Proposed Project, which contains policies that encourage orderly development (see policies CD-8.1, CD-8.2, CD-8.6, CD-8.7, and CD-8.10). For example, Community Development chapter Policy CD-6.1 "Agricultural Buffers" requires that land designated for long-term protection be buffered from urban land uses. Policy GM-8.1 "Limiting Development" strives to limit development to areas that can be served by existing or planned services and utilities (including transportation systems).

Environmental Resources chapter Policy ER-1.1 "Protect Oxnard's Natural and Cultural Resources" promotes the protection of natural resource areas, such as farmland, from encroachment by incompatible development. Several policies also strive to protect farmland by continuing to prohibit or minimize development outside of the CURB (see policies CD-8.7 and ER-13.2) and support preservation of important farmland under Williamson Act contracts and conservation easements (see Policy ER-15.3 "Support Land Conservation Act Contracts"). Therefore, compatibility issues with agricultural zoning and Williamson Act contracts are considered ***less than significant*** for the Project. However, these issues would need to be evaluated in the site-specific environmental review for future development proposals subsequent to the Project.

Environmental Resources	Community Development
Policies designed to conserve agricultural resources within the Planning Area include the following:	
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-13.1 Sustainable Agricultural Industry ER-13.2 Support County Initiatives ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Policies ER-15.3 Support Land Conservation Act Contracts ER-15.4 Urban/Agricultural Buffer Zones ER-15.5 Rerouting Roads and Utilities around Agricultural Areas	CD-6.1 Agricultural Buffers CD-6.2 Agricultural Preservation CD-8.1 Limiting Development CD-8.2 Services CD-8.6 Monitor Growth CD-8.7 Community Balance CD-8.10 Timing of Large-Scale Development

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.5-3: The Project could involve other land use conflicts between agricultural and urban uses.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***No Mitigation is Necessary***

Resultant Level of Significance: *Less than Significant*

Impact Analysis

Direct impacts to agricultural resources include the conversion of existing farmlands to non-agricultural uses, discussed above. As a result of these changes, a variety of related or indirect changes could also occur. These indirect changes may include nuisance effects resulting from urban expansion into agricultural areas—also known as "edge effects." These nuisance effects include noise (from farm equipment and crop dusting), dust, odors, and drift of agricultural chemicals. From the agricultural perspective, conflicts with urban development include restrictions on the use of agricultural chemicals, complaints regarding noise and dust, trespass, vandalism, and damage from domestic animals (such as dogs). These conflicts may increase costs to the agricultural operation, and combined with rising land values for residential development, encourage conversion of additional agricultural lands (including Important Farmlands) to urban uses.

Similar to Impact 5.5-1, policies and implementation programs included as part of the Project would minimize this impact (please see the discussion provided above for Impact 5.5-1 for a complete list of all the policies and implementation programs). With implementation of the above mentioned policies, the "edge effects" identified above are considered ***less than significant***.

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.5-4: The Project could result in substantial soil erosion or the loss of topsoil.

Impact Summary

Level of Significance Before Mitigation: *Potentially Significant*
Required Additional Policies: *New Policy E-14.3 "Elimination of Erosion"*
Resultant Level of Significance: *Less than Significant*

Impact Analysis

Soil erosion is a typical geologic process whereby earth materials are loosened, worn away, decomposed or dissolved, and are removed from one place and transported to another location. Precipitation, running water, and wind are all factors that contribute to erosion. Ordinarily,

erosion proceeds very slowly as to be imperceptible, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. Accelerated erosion within an urban area can cause damage by undermining structures, blocking storm sewers and depositing silt, sand, or mud in roads and tunnels. Consequently, these erosion effects can result in a variety of aesthetic and engineering problems. Additionally, eroded materials are eventually deposited into local waterways where the carried silt remains suspended for some time, constituting a pollutant and altering the normal balance of a waterway ecosystem.

Several locations in the Planning Area are identified as areas with a High to Very High susceptibility to erosion; however, these identified areas are not located within areas that would be subject to new development under the Proposed Project. Although a majority of the Planning Area consists of soils with a Moderate susceptibility to erosion, new development resulting from build out of the Project could still accelerate the Planning Area's erosion rate through both an increase in short-term construction-related activities and an overall increase in the amount of impervious surfaces.

Policies included as part of the Project that have been designed to minimize erosion impacts through the protection of existing open space and agricultural lands are summarized below. For example, Policies ER-15.1, ER-15.2, and ER-15.4 require the City to ensure that agricultural lands and other open space areas are not prematurely terminated. Policy ER-14.1 "Soil Conservation" would promote conservation of soils through the transfer of topsoil from agricultural areas being developed to urban uses to other undeveloped areas. Future development in the Planning Area would continue to be subject to local and State codes and requirements for erosion control and grading. In addition, project sites encompassing an area of one or more acres would continue to be required to comply with all applicable erosion control measures or best management practices (BMPs) specified in a National Pollutant Discharge Elimination System (NPDES) permit and consequently the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The term "BMP refers to a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures range from source control, such as use of permeable pavement, to treatment of polluted runoff, such as detention basins and constructed wetlands. Further, the effectiveness of a particular BMP is highly contingent on the context in which it is applied and the method in which it is implemented. BMPs are best used in combination to most effectively remove target pollutants. With implementation of the below mentioned policies, this impact is considered ***less than significant***.

Environmental Resources	
Policies designed to conserve soil and agricultural resources within the Planning Area include the following:	
ER-14.1 Soil Conservation and Transfer ER-14.2 Best Agricultural Practices ER-15.1 Conservation of Agricultural Open Space	ER-15.2 Greenbelt Policies ER-15.4 Urban/Agricultural Buffer Zones

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

Impact 5.5-5: The Project could result in substantial coastal wave or beach erosion.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Coastal erosion is a natural process similar to soil erosion that removes sediment from shorelines. Wave action resulting from high winds or tides can cause beach and bluff erosion that may result in damaging seaside homes and infrastructure. Coastal erosion can be exacerbated by human activities, including building sea walls and jetties in addition to construction of new urban development. Sea levels in California have already been documented as rising up to seven inches in the past century. If greenhouse gas emissions continue to be released at their current rate then the sea level is expected to continue to rise as a result of global warming (California Climate Change Center, 2006). Rising sea levels will continue to accelerate coastal erosion.

Build out of the Project would introduce very little development, if any, along the coastline within the Planning Area. Land use changes would occur as part of the Project that would change from industrial land uses to Resource Protection, specifically in the southern portion of the Planning Area. These land use changes would increase the protection of the coastal area from further development.

The preservation of coastal areas is a key goal of the Proposed Project. Policies included as part of the Project that would minimize this impact are summarized below with a complete description of these policies provided in the Goals and Policies Report (see Appendix C of this Draft PEIR). For example, the Safety and Hazard Chapter contains a number of policies intended to minimize development impacts within areas subject to beach erosion (see Policies SH-3.3 and SH-5.1). Policy SH-3.1 promotes cooperation and support of the Beach Erosion Authority for Control Operations and Nourishment. Policy SH-3.2 provides support for regular harbor dredging in order to replenish the beach sand supply. Policy SH-4.1 recognizes that coordination between various agencies and identification of impacts and mitigation measures for beach erosion are necessary in the face of increasing sea levels. With implementation of the below mentioned policies this impact is ***less than significant***.

Safety and Hazard	
Policies designed to minimize erosion and conserve beach resources within the Planning Area include the following:	
SH-3.1 Protecting the Littoral System SH-3.2 Dredging for Beach Sand SH-3.3 Monitoring Water Facilities Impacting Beach Sediment	SC-2.1 Sea-Level Rise and Local Coastal Program SH-4.1 Location of New Development

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

5.6 Mineral Resources

Mineral resource impacts include those that would restrict extraction of known mineral resources from designated mineral resource zones.

Environmental and Regulatory Setting

Chapter 5 of the Background Report (provides a description of the sand, gravel, oil, and gas resources found throughout the Planning Area. The Background Report also identifies State and local regulations pertaining to the protection of these resources.

Applicable NOP Comments Considered

No comments regarding mineral resources were submitted during the public scoping period.

Impact Methodology

The assessment of mineral resources is a qualitative review of the existing resources located within the Planning Area and a determination of whether the Project includes adequate provisions to ensure continued protection of these resources.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state; or
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Impacts and Mitigation Measures

Impact 5.6-1: The Project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The California Department of Conservation has identified portions of the Planning Area that contain mineral resources. Significant mineral resource zones (MRZ) categories found within the Planning Area include:

- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

MRZ-2 areas in the City generally can be found along the Santa Clara River and also on a corridor of land along U.S. Route 101, beginning from the Santa Clara River and traveling eastward to approximately Del Norte Boulevard. MRZ-3 areas are located south of the Santa Clara River (west of the U.S. Route 101) and a large area bordering State Route 1 through the center of the Planning Area. Several oil and gas fields are also found throughout the Planning Area with a majority of the oil wells located in the western portion of the Planning Area near the coast and Santa Clara River. A large number of oil wells are also located in the eastern portion of the Planning Area around 5th Street and Rice Avenue.

Although large portions of the Planning Area are designated as containing significant mineral resources, development has already occurred within areas that contain these resource areas. The Project does not propose to place new development in areas designated as MRZ-2 and MRZ-3. However, development under the Project would increase the likelihood of land use conflicts between mining operations or well facilities and future residential land uses that surround these areas. The General Plan contains a number of policies intended to minimize the location of incompatible land uses within the vicinity of each other and regulate mineral resource extraction activities. The Environmental Resources and Community Development chapters contain policies that strive to protect mineral resource areas through avoiding placing incompatible development within MRZ-2 and MRZ-3 areas prior to extraction of the available resources (see Policy CD-1.8). Policy ER-16.3 requires that development adjacent to an existing mine or MRZ-2 area to

avoid conflicts with the mining activities. Conversely, mining operations are required to mitigate potential environmental effects as well as comply with State reclamation requirements (see Policies ER-16.2 and ER-16.4). With implementation of the below mentioned policies this impact is ***less than significant***.

Environmental Resources	Community Development
Policies designed to avoid the loss of a known mineral resource or a mineral resource recovery site as identified in an applicable land use plan include the following:	
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-4.6 Resource Protection Zoning Policies ER-16.1 Monitoring Mining Uses ER-16.2 Reclamation of Mineral Resources ER-16.3 Compatible with Existing Land Uses ER-16.4 Limiting Special Production Techniques	CD-1.8 Natural Resource Conservation

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

5.7 Air Quality and Climate Change

This section provides an overview of the existing air quality conditions within the City of Oxnard and surrounding region, the regulatory framework, an analysis of potential impacts to air quality that would result from implementation of the Project. Air quality impacts related to green-house gas emissions or climate change issues are also discussed in this section.

Environmental and Regulatory Setting

Chapter 5 of the Background Report provides a detailed discussion of air quality setting and regulatory information. Since publication of the General Plan Background Report, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32). Because of the recent concern and importance of this issue, this section of the PEIR provides background and current regulatory information regarding climate change and greenhouse gas emissions. This section also includes updated air quality monitoring and designation information (see Tables 5-2 and 5-3). This updated setting and regulatory information specific air quality and climate change issues is intended to compliment the existing information provided in the General Plan Background Report.

Updated Environmental Setting

Air Quality Monitoring and Existing Emission Levels

Measurements of ambient air pollutant concentrations determine the attainment status within an area. The Ventura County Air Pollution Control District (VCAPCD) has established several monitoring stations in the South Central Coast Air Basin to measure air quality conditions. The

nearest monitoring station to the City of Oxnard is located in El Rio, which is adjacent and to the north of the City of Oxnard. Table 5-2 provides updated ambient air quality data (years 2004 through 2008 and monitoring information for PM-10 and PM-2.5) since the General Plan Background Report (provided data from 1999 to 2004) for the maximum concentrations of the non-attainment pollutants at the monitoring station at El Rio. Geographic areas and air basins are classified for each pollutant as either attainment or non-attainment, which are described below in Table 5-3.

TABLE 5-2
AIR QUALITY MONITORING DATA (2004 - 2008)
NUMBER OF DAYS ABOVE THE STATE AND NATIONAL STANDARD

		Monitoring Data by Year				
Pollutant	**Standard[a]**	**2004**	**2005**	**2006**	**2007**	**2008**
Ozone – El Rio						
Highest 1 Hour Average (ppm)[b]		0.08	0.08	0.09	0.09	0.09
Days over State Standard	0.09	0	0	0	0	0
Highest 8 Hour Average (ppm)[b]		**0.08**	0.07	0.07	**0.07**	**0.08**
Days over State Standard	0.07	1	0	0	1	1
Days over National Standard	0.075	1	0	0	0	0
Particulate Matter (PM-10) El Rio						
Highest 24 Hour Average (µg/m^3)[b]		**59**	**54**	**119**	**248**	**80**
Est. Days over State Standard[c]		7	12	24	12	NA
Est. Days over National Standard[c]		0	0	0	6	NA
State Annual Average (µg/m^3)[b]		**29**	**26**	**28**	**30**	NA
Particulate Matter (PM-2.5) – El Rio						
Highest 24 Hour Average (µg/m^3)[b]		29	35	29	**40**	18
Days over National Standard[d]		0	0	0	2	NA
State Annual Average (µg/m^3)[b]		11	11	10	11	NA

[a] Generally, state standards and national standards are not to be exceeded more than once per year.

[b] ppm = parts per million; µg/m3 = micrograms per cubic meter.

[c] PM-10 is not measured every day of the year. Number of estimated days over the standard is based on 365 days per year.

[d] Days over National Standard for PM-2.5 are based on the previous standard of 65 µg/m^3 rather than the current standard of 35 µg/m^3

NOTES: Values in **bold** are in excess of at least one applicable standard. NA = Not Available.

SOURCE: California Air Resources Board, 2008a. *Summaries of Air Quality Data*, 2004 through 2008; http://www.arb.ca.gov/adam/cgi-bin/db2www/polltrendsb.d2w/start, site accessed February 10, 2009.

TABLE 5-3
VENTURA COUNTY ATTAINMENT STATUS

	Designation/Classification	
Pollutant	**Federal Standards**	**State Standards**
Ozone – one hour	No Federal Standard[1]	Nonattainment
Ozone – eight hour	Serious Nonattainment	Unclassified
PM-10	Unclassified	Nonattainment
PM-2.5	Unclassified/Attainment	Nonattainment
CO	Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	No Designation	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility-Reducing Particles	No Federal Standard	Unclassified

[1] Federal One Hour Ozone National Ambient Air Quality Standard was revoked on June 15, 2005

SOURCES: California Air Resources Board, 2008b. *Area Designation Maps,* http://www.arb.ca.gov/desig/adm/adm.htm, page updated February 9, 2009; U.S. EPA, 2008. *Greenbook*, http://www.epa.gov/air/oaqps/greenbk/index.html, as of December 16, 2008

Greenhouse Gases and Global Climate Change

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs.

The major concern is that increases in GHGs are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Air Resources Board, 2006). Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The accumulation of GHGs in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity production and motor vehicles have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to Global Climate Change. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). Carbon dioxide is the reference gas for climate change because it gets the most attention and is considered the most important greenhouse gas. To account for the warming potential of GHGs, greenhouse gas emissions are often quantified and reported as CO_2 equivalents (CO_2e). The effects of GHG emission sources (i.e., individual projects) are reported in metric tons/year of CO_2e.

Historical Context

As noted in the Climate Action Team Report to Governor Schwarzenegger and the Legislature ("CAT Report") (Climate Action Team, 2006), the Earth's climate has always changed and evolved. This is most clearly exemplified in the 100,000-year ice-age cycles that have occurred. As described in the CAT Report, the last 10,000 years, and more specifically the last millennium, has been warm and one of the most stable climates observed (Climate Action Team, 2006). Yet

the CAT Report states that during the 20th century a rapid change in the climate and climate change pollutants has occurred and these changes are attributable to human activities. Climate change is described by the CAT Report as a "shift in the "average weather" that a given region experiences" (Climate Action Team, 2006), and that this can be measured by changes in temperature, wind patterns, precipitation, and storms.

According to the CAT Report, human activities including the burning of coal, oil, and natural gas, and the destruction of forests have contributed to an increase in CO2 in the atmosphere by approximately 30 percent since the late 1800s, and that the increase in CO2 and other greenhouse gases, and change in land surface has had a major influence on some of the "key factors that govern climate change…"

Potential Effects of Human Activity on Climate Change

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. A warming of about 0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming could be taking place, including substantial ice loss in the Arctic (Intergovernmental Panel on Climate Change, 2007).

However, the understanding of GHG emissions, particulate matter, and aerosols on global climate trends remains uncertain. In addition to uncertainties about the extent to which human activity rather than solar or volcanic activity is responsible for increasing warming, there is also evidence that some human activity has cooling rather than warming effects (Intergovernmental Panel on Climate Change, 2001).

According to the California Air Resources Board (CARB), some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Several recent studies have attempted to explore the possible negative consequences that climate change, left unchecked, could have in California. These reports acknowledge that climate scientists' understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale. Substantial work has been done at the international and national level to evaluate climatic impacts, but far less information is available on regional and local impacts. In addition, projecting regional impacts of climate change and variability relies on large-scale scenarios of changing climate parameters, using information that is typically at too coarse a scale to make accurate regional assessments.

Below is a summary of some of the potential effects reported by an array of studies that could be experienced in California as a result of global warming and climate change:

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. For other pollutants, the effects of climate change and/or weather are less well studied, and even less well understood. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (CCCC, 2006).

Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Various studies have found that a considerable amount of uncertainty regarding the precise impacts of climate change on California's hydrology and water resources will remain until more precise and consistent information about how precipitation patterns, timing, and intensity will change. For example, some studies identify little change in total annual precipitation as projected for California. Other studies show significantly more precipitation. Even assuming that climate change leads to long-term increases in precipitation, an analysis of these impacts related to climate change is further complicated by the fact that no studies have identified or quantified the runoff impacts associated with changes in precipitation would have on particular watersheds. Also, little is known about how groundwater recharge and water quality will be affected. Higher rainfall could lead to greater groundwater recharge, although reductions in spring runoff and higher evapotranspiration could reduce the amount of water available for recharge.

The California Department of Water Resources (DWR 2006) report on climate change and affects on the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta concludes that "[c]climate change will likely have a significant effect on California's future water resources . . . [and] future water demand." It also reports that "much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain (DWR, 2006).

This uncertainty serves to complicate the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood (DWR, 2006). DWR adds that "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future." Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows (Kiparsky 2003; DWR 2005; Cayan 2006, Cayan, D., et al, 2006).

Hydrology

As discussed above, climate changes could potentially affect: the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of sea water as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events. Sea level could rise as much as two feet along most of the U.S. coast.

Agriculture

California has a $30 billion agricultural industry that produces half the country's fruits and vegetables. Higher CO2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thus affect their quality (CCCC, 2006).

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage (Parmesan, 2004; Parmesan, C. and H. Galbraith 2004.)

Updated Regulatory Setting

Federal Regulations

As of yet there are no federal regulations, plans or programs to prevent global climate change that would apply to the project.

State of California Regulations

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gas would be progressively reduced, as follows:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

Assembly Bill 32 (AB 32)

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the ARB to design and implement emission limits, regulations, and other measures, such that statewide greenhouse gas emissions will be reduced to 1990 levels by 2020.

In December 2007, CARB approved the 2020 emission limit of 427 million metric tons of CO2 equivalents of greenhouse gases. The 2020 target of 427 million metric tons of CO2e requires the reduction of 169 million metric tons of CO2e, or approximately 30 percent, from the state's projected 2020 emissions of 596 million metric tons of CO2e (business-as-usual).

Also in December 2007, CARB adopted mandatory reporting and verification regulations pursuant to AB 32. The regulations will become effective January 1, 2009, with the first reports covering 2008 emissions. The mandatory reporting regulations require reporting for certain types of facilities that make up the bulk of the stationary source emissions in California. At the time of original adoption, the draft regulation language identified major facilities as those that generate more than 25,000 metric tons/year of CO2e. Cement plants, oil refineries, electric-generating facilities/providers, cogeneration facilities, and hydrogen plants and other stationary combustion sources that emit more than 25,000 metric tons/year CO2e, make up 94 percent of the point source CO2e emissions in California (California Air Resources Board, 2007).

In June, 2008, CARB published its Climate Change Draft Scoping Plan (California Air Resources Board, 2008c). The Climate Change Draft Scoping Plan reported that ARB met the first milestones set by AB 32 in 2007: developing a list of early actions to begin sharply reducing greenhouse gas emissions; assembling an inventory of historic emissions; and establishing the 2020 emissions limit. After consideration of public comment and further analysis, ARB released the Climate Change Proposed Scoping Plan in October, 2008 (California Air Resources Board, 2008d). The Proposed Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California. Key chapters of the Proposed Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and

- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation. (California Air Resources Board, 2008d)

The Climate Change Proposed Scoping Plan notes that "[a]fter Board approval of this plan, the measures in it will be developed and adopted through the normal rulemaking process, with public input" (California Air Resources Board, 2008d).

The Climate Change Proposed Scoping Plan states that local governments are "essential partners" in the effort to reduce greenhouse gas emissions, and that they have "broad influence and, in some cases, exclusive jurisdiction" over activities that contribute to greenhouse gas emissions. The plan acknowledges that local governments have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect greenhouse gas emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Many of the proposed measures to reduce greenhouse gas emissions rely on local government actions. The plan encourages local governments to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020 (California Air Resources Board, 2008d).

The Climate Change Proposed Scoping Plan also included recommended measures that were developed to reduce greenhouse gas emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving our natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures were presented to and approved by the California Air Resources Board on December 11, 2008. The measures in the Scoping Plan approved by the Board will be developed over the next two years and be in place by 2012.

Senate Bill 97

The provisions of Senate Bill 97, enacted in August 2007 as part of the State Budget negotiations, direct the Governor's Office of Planning and Research (OPR) to propose CEQA Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." SB 97 directs OPR to develop such guidelines by July 2009, and directs the State Resources Agency, the agency charged with adopting the CEQA Guidelines, to certify and adopt such guidelines by January 2010.

Governor's Office of Planning and Research (OPR)

On June 19, 2008, the Governor's Office of Planning and Research (OPR) published a technical advisory on CEQA and Climate Change. The advisory provides OPR's perspective on the emerging role of CEQA in addressing climate change and greenhouse gas emissions, while recognizing that approaches and methodologies for calculating greenhouse gas emissions and addressing environmental impacts through CEQA review are rapidly evolving. The advisory recognizes that OPR will develop, and the Resources Agency will adopt amendments to the CEQA Guidelines pursuant to SB 97. In the interim, the technical advisory "offers informal

guidance regarding the steps lead agencies should take to address climate change in their CEQA documents" (Governor's Office of Planning and Research, 2008).

The technical advisory points out that neither CEQA nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. "This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable" (Governor's Office of Planning and Research, 2008). OPR recommends that "the global nature of climate change warrants investigation of a statewide threshold of significance for GHG emissions" (Governor's Office of Planning and Research, 2008). Until such a standard is established, OPR advises that each lead agency should develop its own approach to performing an analysis for projects that generate greenhouse gas emissions (Governor's Office of Planning and Research, 2008).

OPR sets out the following process for evaluating greenhouse gas emissions. First, agencies should determine whether greenhouse gas emissions may be generated by a proposed project, and if so, quantify or estimate the emissions by type or source. Calculation, modeling or estimation of greenhouse gas emissions should include the emissions associated with vehicular traffic, energy consumption, water usage and construction activities (Governor's Office of Planning and Research, 2008).

Agencies should then assess whether the emissions are "cumulatively considerable" even though a project's greenhouse gas emissions may be individually limited. OPR states: "Although 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" (Governor's Office of Planning and Research, 2008). Individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice (Governor's Office of Planning and Research, 2008).

Finally, if the lead agency determines emissions are a cumulatively considerable contribution to a significant cumulative impact, the lead agency must investigate and implement ways to mitigate the emissions (Governor's Office of Planning and Research, 2008). OPR states: "Mitigation measures will vary with the type of project being contemplated, but may include alternative project designs or locations that conserve energy and water, measures that reduce vehicle miles traveled (VMT) by fossil-fueled vehicles, measures that contribute to established regional or programmatic mitigation strategies, and measures that sequester carbon to offset the emissions from the project" (Governor's Office of Planning and Research, 2008). OPR concludes that "A lead agency is not responsible for wholly eliminating all GHG emissions from a project; the CEQA standard is to mitigate to a level that is "less than significant" (Governor's Office of Planning and Research, 2008). The technical advisory includes a list of mitigation measures that can be applied on a project-by-project basis.

California Air Pollution Control Officers Association

In January 2008, the California Air Pollution Control Officers Association (CAPCOA) issued a "white paper" on evaluating and addressing GHGs under CEQA (CAPCOA, 2008). This

resource guide was prepared to support local governments as they develop their programs and policies around climate change issues. The paper is not a guidance document. It is not intended to dictate or direct how any agency chooses to address GHG emissions. Rather, it is intended to provide a common platform of information about key chapters of CEQA as they pertain to GHG, including an analysis of different approaches to setting significance thresholds.

The paper notes that for a variety of reasons local agencies may decide not to have a CEQA threshold. Local agencies may also decide to assess projects on a case-by-case basis when the projects come forward. The paper also discusses a range of GHG emission thresholds that could be used. The range of thresholds discusses includes a GHG threshold of zero and several non-zero thresholds. Non-zero thresholds include percentage reductions for new projects that would allow the state to meet its goals for GHG emissions reductions by 2020 and perhaps 2050. These would be determined by a comparison of new emissions versus business as usual emissions and the reductions required would be approximately 30 percent to achieve 2020 goals and 90 percent (effectively immediately) to achieve the more aggressive 2050 goals. These goals could be varied to apply differently to new project, by economic sector, or by region in the state.

- Other non-zero thresholds are discussed in the paper include:
- 900 metric tons/year CO2e (a market capture approach);
- 10,000 metric tons/year CO2e (potential ARB mandatory reporting level with Cap and Trade);
- 25,000 metric tons/year CO2e (the ARB mandatory reporting level for the statewide emissions inventory);
- 40,000 to 50,000 metric tons/year CO2e (regulated emissions inventory capture – using percentages equivalent to those used in air districts for criteria air pollutants),
- Projects of statewide importance (9,000 metric tons/year CO2e for residential, 13,000 metric tons/year CO2e for office project, and 41,000 metric tons/year CO2e for retail projects), and
- Unit-based thresholds and efficiency-based thresholds that were not quantified in the report.

CARB Draft GHG Significance Thresholds

On October 24, 2008, CARB released its Preliminary Draft Staff Proposal on Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act for review and public comment (California Air Resources Board, 2008e). The Proposal identifies benchmarks or standards that assist lead agencies in the significance determination for industrial, residential, and commercial projects. Staff intends to make its final recommendations on thresholds in early 2009, consistent with OPR's timeline for issuing draft CEQA guidelines addressing GHG emissions and to provide much needed guidance

to lead agencies in the near term. The Proposal currently focuses on two sectors for which local agencies are typically the CEQA lead agency: industrial projects; and residential and commercial projects. Future proposals will focus on transportation projects, large dairies and power plant projects.

In summary, the Proposal recommends:

In general, categorical exemptions will continue to apply.

- If GHGs are adequately addressed at the programmatic level (i.e., consistent with regional GHG budgets), the impact of certain individual projects can be found to be insignificant.
- Project below screening levels for industrial projects (10,000 metric tons/year CO_2e) and commercial/residential projects (3,000 metric tons/year CO_2e) can be found to be less than significant.
- Projects that meet performance standards (i.e., 30 percent less than Business As Usual [BAU]), or include equivalent mitigation, can be found to be insignificant.
- If a project cannot meet the above requirements, it should be presumed to have significant impacts related to climate change and all feasible GHG mitigation measures (i.e., carbon offsets) should be implemented.

For residential and commercial projects, ARB staff's objective is to develop a threshold on performance standards that will substantially reduce the GHG emissions from new projects and streamline the permitting of carbon-efficient projects. Performance standards will address the five major emission sub-sources for the sector: energy use, transportation, water use, waste, and construction. Projects may alternatively incorporate mitigation equivalent to these performance standards, such as measures from green building rating systems.

Applicable NOP Comments Considered

As a result of comments (see Table 1-1 of Chapter 1 “Introduction”) received during the NOP public scoping phase of the Proposed Project, specific effects on air quality resources have been considered as part of the impact analysis. For example, the VCAPCD stated that the PEIR should evaluate the Proposed Project’s air quality impacts, specifically by identifying reactive organic compound, nitrogen oxide, and carbon monoxide emissions as well as identifying all mitigation measures to minimize significant impacts to regional and local air quality.

Impact Methodology

Build out of the Project will allow planned development to occur within the City of Oxnard jurisdiction. While build out will ultimately be market driven, for modeling purposes this analysis is based on the assumption that most uses will be developed by the year 2030 and

emissions were estimated for this planning horizon. This analysis is based on thresholds included in the VCAPCD's *Air Quality Assessment Guidelines* (VCAPCD, 2003) and traffic modeling information developed for the Project (see Chapter 4 "Infrastructure and Community Services" of this Draft PEIR). The emissions analyzed and presented below have been quantified based on this traffic information and using the EMFAC2007 emissions model for on-road vehicles, as well as land use changes input in the URBEMIS2007 model (version 9.2.4) for area source emissions.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; or

VCAPCD has published recommendations that provide specific guidance on evaluating projects under CEQA relative to the above general criteria (VCAPCD, 2003). For evaluating long-term emission increases during the operation of the project, VCAPCD recommends that lead agencies use criteria of 25 pounds per day for ROG or NOx generated by project operations to identify significant increases in emissions. For other criteria pollutants, including carbon monoxide and PM-10, a project that may cause an exceedance of the respective state standards or may make a substantial[2] contribution to a current exceedance of a state standard would have a significant adverse air quality impact.

In addition, the operation of any project with the potential to expose sensitive receptors to substantial levels of toxic air contaminants (TAC) would be deemed to have a potentially significant air quality impact as well. More specifically, proposed development projects that have the potential to expose the public to project-related TAC in excess of the following thresholds would be considered to have a significant air quality impact:

2 *Substantial* is defined by VCAPCD as making measurably worse an existing exceedance of a state or federal ambient air quality standard.

- Probability of contracting cancer for the Maximally Exposed Individual exceeds 10 in one million.
- Ground-level concentrations of non-carcinogenic TAC would result in a Hazard Index greater than 1.

Application of these standards would typically apply to the preparation of a more detailed project-specific health risk assessment (based on a detailed air dispersion modeling effort) that would occur as individual projects are considered as part of the Project. For the Project, the assessment of TAC is conducted at a qualitative level with specific policies and implementation measures provided to address the potential impacts associated with this issue.

Consistency with an applicable air quality management plan is also an issue considered in this PEIR. For the cumulative analysis, the impact of a Project is considered cumulatively significant if it is inconsistent with the current Air Quality Management Plan (AQMP). In this case, the VCAPCD recently adopted the Ventura County 2007 Air Quality Management Plan on May 13, 2008.

Impacts and Mitigation Measures

Impact 5.7-1: The Project could expose a variety of sensitive land uses to construction-related air quality emissions.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Construction activity that would occur in accordance with the Project would cause temporary, short-term emissions of various air pollutants. Reactive organic gases (ROG) and nitrogen oxides (NOx), which are ozone precursors, as well as particulate matter (PM-10 and PM-2.5) and CO_2 (a greenhouse gas) would be emitted by construction equipment during various activities, such as grading and excavation, infrastructure construction, building demolition, and a variety of construction activities. Information regarding specific development projects, soil conditions, and the location of sensitive receptors in relation to the various projects would be needed in order to quantify the level of impact associated with each construction activity. However, given the amount of development associated with implementation of the Proposed Project, it is reasonable to assume that some large-scale construction activity would exceed VCAPCD adopted thresholds

over the duration of the Project development. Actual significance would be determined on a project-by-project basis as future development applications are submitted. Additionally, policies have been designed to address construction-related air quality impacts and are listed below. A majority of the policies focus on reducing a variety of construction-related emissions (see Policies ER-17.1 "Incorporate AQMP Mitigations", ER-17.7 "Reducing Construction Impacts during Smog Season, and ER-17.8 "Minimizing Dust and Air Emissions through Permitting Requirements"). Policy ER-17.12 "Consultation with Ventura County Air Pollution Control District" requires that the City continue to consult with the VCAPCD during the CEQA review for various projects. With implementation of the above mentioned polices, this impact is considered ***less-than-significant.***

Environmental Resources
Policies designed to address construction-related air quality air emissions include the following:
ER-17.1 Incorporate AQMP Mitigations ER-17.6 Emission Control Devices ER-17.7 Reducing Construction Impacts during Smog Season ER-17.8 Minimizing Dust and Air Emissions through Permitting Requirements ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.14 Use VCAPCD Air Quality Assessment Guidelines

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

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

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***No Additional Mitigation is Currently Available***
Resultant Level of Significance: ***Significant and Unavoidable***

Impact Analysis

Operational impacts would primarily result from local and regional vehicle emissions generated by future population growth associated with build out of the Project. These operational emissions are provided below in Table 5-4. Given the amount of development associated with build out of the Project, it is reasonable to assume that traffic and area source emissions associated with operations of the Project would substantially contribute to the current exceedance of the State standards for PM-10 and PM-2.5. Ventura County is in attainment of the CO State standard, and the Project is not expected to conflict with continuing attainment. Actual significance of PM-10 and PM-2.5 would be determined on a project-by-project basis as future development

applications are submitted and localized pollutant concentrations can be determined. CO and CO2 (greenhouse gas) emissions are discussed further in Impact 5.7-5.

TABLE 5-4
OPERATIONAL EMISSIONS (POUNDS/DAY)

Emissions Source	Unmitigated Operational Emissions (Pounds/Day) ROG	NOx	CO	CO_2	PM-10	PM-2.5[b]
City of Oxnard Onroad Vehicle Emissions[a]						
Baseline (Year 2005)	**128**	**499**	2,648	202,220	324	321
Build out (Year 2030)	**67**	**140**	939	267,069	419	415
Incremental Increase [c]	0	0	0	64,849	95	94
City of Oxnard Area Source Emissions[a]						
Baseline (Year 2005)	**55,299**	**7,236**	157,536	9,470,382	24,630	23,708
Build out (Year 2030)	**46,253**	**5,563**	131,871	7,338,655	20,686	19,911
Incremental Increase [c]	0	0	0	0	0	0
Total Incremental Onroad and Area Source Emissions (lbs/day)	0	0	0	64,849	95	94
VCAQMD Significance Criteria (lbs/day)	25	25	NA	NA	NA	NA

a Onroad vehicle emissions were estimated with the EMFAC2007 model using traffic information provided by URS (2007). Area source emissions were estimated using URBEMIS2007 for the baseline (year 2005) and Project (2030) land uses. Please see Appendix E (of this Draft PEIR) for additional information.

b The PM-2.5 fraction of PM-10 is assumed to be 99 percent of the PM-10 emissions for operational sources (SCAQMD, 2006).

c ROG, NOx, and CO were estimated to decrease in the future scenario for on-road vehicles due to decreased emission factors in the future year. These emission factors generated by EMFAC2007 assume a cleaner mix of vehicles as older, more polluting vehicles are retired. All criteria pollutants are estimated to decrease for area sources due to changes to land uses and emission factors from the baseline versus build out scenario.

d Bold values are in excess of the applicable standard. The VCAPCD established thresholds for ROG and NOx are 25 pounds per day. PM-10, PM-2.5 and CO emissions are considered significant if the emissions exceed the State AAQS. The estimated mass emissions (lbs/day) of PM-10, PM-2.5, and CO are presented in this table, however, due to the programmatic nature of this analysis, are discussed only qualitatively below. CO_2 is a greenhouse gas that does not have an established emissions threshold of significance.

SOURCES: ESA, 2007; SCAQMD, 2006; URS, 2007; VCAPCD, 2003

Additionally, a variety of industrial and commercial processes (e.g., dry cleaning, etc.) allowed under the Project would also be expected to release emissions; some of which could be of a hazardous nature. These emissions are controlled at the local and regional level through permitting and would be subject to further study and a health risk assessment prior to the issuance of any necessary air quality permits.

Policies included as part of the Project that would minimize this impact are summarized below. In addition to the various policies developed (identified above) to address short-term construction-related air quality concerns, the Environmental Resources chapter provides a number of additional policies designed to address vehicle and other operational-related air quality emissions. Specifically, policies ER-17.2 “Transportation Management”, ER-17.3 “Reducing Vehicle Use”, ER-17.5 “Reducing CO Exposure at Congested Intersections”, and ER-17.15 “Collocate Ancillary Services” have been developed to address mobile (predominately vehicle-related) emissions by supporting various transportation management and vehicle trip reducing programs. Policies ER-17.10 “Regional Cooperation” and ER-17.11 “Develop Regional Partnerships” encourage the City to cooperate with a variety of other surrounding agencies to address regional air quality concerns. The Sustainable Community Chapter includes a number of

policies (policies SC-3.8 "Use of Solar Electric Generation", SC-3.11 "Wind and Tidal Power Generation", and SC-3.12 "Waste Conversion to Energy Facility") designed to support and encourage the public and private use of renewable energy sources in place of traditional non-renewable sources. This chapter also includes a number of policies that have been developed to encourage energy efficiency and performance higher than California Title 24 Requirements (including policies SC-3.1 "Ten Percent Ahead of Title 24", SC-3.2 "New Residential Development", and SC-3.9 "Encourage Use of Passive Energy Conservation Design"). Policies SC-4.1 and SC-4.2 also encourage the use of green building design. On a broader scale, the Community Development Chapter also includes a number of policies (see policies CD-1.7 "Compact Development" and CD-1.9 "Commute Reduction") developed to encourage land uses or development that supports reduced vehicle usage. Similarly, the Infrastructure and Community Services Chapter includes a number of policies (see policies ICS-6.1 "Transit Facilities for New Developments" and ICS-8.2 "Enhance and Add Bicycle Routes") developed to encourage the use of a variety of alternative sources of transportation. However, even with implementation of these policies, this impact is considered ***potentially significant*** because even with APCD mitigations, the air basin is and will likely remain a non-attainment basin relative to Federal and State air quality standards.

Environmental Resources	
Policies designed to improve air quality and minimize adverse effects of air pollution on human health and the economy include the following:	
ER-17.1 Incorporate AQMP Mitigations ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations ER-17.5 Reducing CO Exposure at Congested Intersections ER-17.9 Mitigation Monitoring ER-17.10 Regional Cooperation	ER-17.11 Develop Regional Partnerships ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.13 Support Regional Attainment Plans ER-17.14 Use VCAPCD Air Quality Assessment Guidelines ER-17.15 Collocate Ancillary Services ER-17.16 Support California Air Resources Board
Sustainable Community	
Policies designed to support the generation of electricity from renewable local sources such as solar panels, wave and tidal forces, co-generation, and/or wind farms include the following:	
SC-3.5 Alternative Energy for Public Buildings SC-3.8 Use of Solar Electric Generation	SC-3.11 Wind and Tidal Power Generation SC-3.12 Waste Conversion to Energy Facility
Policies designed to support the reduced consumption and reliance upon non-renewable energy sources and encourage energy conservation in new and existing developments include the following:	
SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development SC-3.3 Municipal Energy Consumption SC-3.4 Promote Energy Reduction Programs SC-3.6 Load Shifting Devices	SC-3.9 Encourage Use of Passive Energy Conservation Design SC-3.10 Promote Voluntary Incentive Programs SC-4.1 Green Building Standards for Developers SC-4.2 Green Development Standards for Public Buildings
Community Development	
Policies designed to encourage land uses or development that supports reduced vehicle usage include the following:	
CD-1.7 Compact Development CD-1.9 Commute Reduction	
Infrastructure and Community Services and Environmental Resources	
Policies designed to support alternate forms of transportation and reduce vehicle miles traveled from on-road motor vehicles include the following:	

ICS-5.1 Enhanced Passenger Rail Service ICS-5.2 Passenger Rail Service Expansion ICS-5.3 Sub Regional Transportation Center ICS-6.1 Transit Facilities for New Developments ICS-6.6 Alternative Transit Options ICS-7.1 Require and TDM Programs ICS-7.2 Reduce Single-Occupancy Automobile Dependency	ICS-7.3 TDM Development Patterns ICS-7.4 Park and Ride Lots ICS-8.2 Enhance and Add Bicycle Routes ICS-8.11 Bicycle Parking and Storage ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations

Required Additional Policies or Mitigation Measures

As stated above, the City will implement a variety of policies designed to reduce air quality emissions. Depending on the feasibility and level of implementation as applied to individual development projects consistent with the Proposed Project, the inclusion of additional trip reduction measures would help to further reduce vehicle-related emissions. Future project-specific compliance with VCAPCD permitting would also help to reduce air quality emissions associated with individual projects. However, total air quality emissions associated with mobile and other operation-related sources from the Project would still exceed VCAPCD thresholds for NOx and ROG or substantially contribute to the current exceedances of the State standards for PM-10 and PM-2.5, respectively. As a result, the impact remains ***significant***. No additional policies or feasible mitigation are currently available.

Significance after Implementation of Mitigation for Impact 5.7-2

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level. Consequently, this impact is considered ***significant and unavoidable***.

Impact 5.7-3: The Project could conflict with or obstruct implementation of the applicable air quality plan.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Project was designed specifically to achieve and promote consistency with the planning documents of other key neighboring land use agencies or other agencies that have jurisdiction over the Planning Area. According to the Ventura County Air Quality Assessment Guidelines, "a demonstration of consistency with the population forecasts used in the most recently adopted AQMP should be used for assessing project consistency with the AQMP" (VCAPCD, 2003). The

most recent AQMP, the Ventura County 2007 Air Quality Management Plan (VCAPCD, 2008), uses Southern California Association of Governments (SCAG) population forecasts incorporated into the Regional Transportation Improvement Program (RTIP). SCAG forecasts a population of 265,752 for the City of Oxnard in the year 2030. The City's anticipated population for the year 2030 is forecasted to be less than 250,608 (Ventura Council of Governments, 2008), which would not exceed the SCAG projections and would be consistent with the AQMP. In addition, as discussed above in Impact 5.7-2, the various chapters of the Project provide a number of additional policies designed to address vehicle and other operational-related air quality emissions. With implementation of the below mentioned policies, this impact is considered ***less than significant.***

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

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

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***No Additional Mitigation is Currently Available***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Development resulting from build out of the Project could place sensitive land uses near local intersections or roadways associated with air pollutant emissions that exceed State or federal ambient air quality standards. Similarly, existing sensitive land uses near local roadways or rail-lines that experience increased levels of traffic resulting from build out of the Project could be exposed to air pollutant emissions that exceed State and/or federal ambient air quality standards. In addition to these air pollutant emissions, a variety of TAC emissions could also be released from various construction and operations (i.e., industrial processes, diesel equipment and vehicles) associated with the Proposed Project. CARB has declared that diesel particulate matter from diesel engine exhaust is considered a TAC. Additionally, the California Office of Environmental Health Hazard Assessment (OEHHA) has determined that chronic exposure to DPM can cause carcinogenic and non-carcinogenic health effects.

Policies included as part of the Project to help address a variety of issues (including air quality and TAC concerns) associated with the reduction of pollutants and the inappropriate siting of sensitive land uses near other incompatible uses are identified below. The Environmental Resources Chapter includes Policy ER-17.5 "Reducing CO Exposure at Congested Intersections" that has been developed to specifically reduce the potential for excessive CO exposure to sensitive receptors and Policy ER-17.9 "Mitigation Monitoring" that helps to ensure effective mitigation monitoring. Additionally, the Community Development chapter includes a number of policies (see CD-5.1 "Industrial Clustering" and CD-5.2 "Compatible Land Use") designed to minimize land use conflicts that could expose sensitive receptors to a variety of hazardous conditions including excessive air quality emissions. Additionally, subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and to the extent feasible, mitigate any significant or potentially significant air quality impacts to a less-than-significant level. Examples of mitigation that may be proposed include intersection/roadway capacity improvements or additional land use siting and required setbacks. However, it should be noted, the ability to mitigate these potential impacts is contingent on a variety of factors including the severity of the air quality impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures (e.g., relocations, road widening, etc.). With implementation of all the policies identified below, this impact is considered ***less than significant.***

Environmental Resources	
Policies designed to improve air quality and minimize adverse effects of air pollution on human health and the economy include the following:	
ER-17.1 Incorporate AQMP Mitigations ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations ER-17.5 Reducing CO Exposure at Congested Intersections ER-17.9 Mitigation Monitoring ER-17.10 Regional Cooperation	ER-17.11 Develop Regional Partnerships ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.13 Support Regional Attainment Plans ER-17.14 Use VCAPCD Air Quality Assessment Guidelines ER-17.15 Collocate Ancillary Services ER-17.16 Support California Air Resources Board
Community Development	
Policies designed to prevent the encroachment of industrial uses in inappropriate areas of the City include the following:	
CD-5.1 Industrial Clustering CD-5.2 Compatible Land Use	

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 5.7-5: The Project could create objectionable odors affecting a substantial number of people.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Construction activity will require the operation of equipment which may generate exhaust from either gasoline or diesel fuel. Construction of new buildings will also require the application of architectural coatings and the paving of roads which would generate odors from materials such as paints and asphalt. However, these odors are of a temporary or short-term nature and quickly disperse into the surrounding atmosphere.

Future residential and commercial development would also involve minor, odor-generating activities, such as backyard barbeque smoke, garden equipment exhaust, and the application of exterior paint for home improvement activities. These types of odors are typical of most residential communities and are not considered significant generators of odor impacts. Additionally, as shown below, the City will continue to implement a several policies that will help address a variety of nuisance issues (including odor concerns) associated with the inappropriate siting of sensitive land uses near other incompatible uses (see policies CD-5.1 "Industrial Clustering" and CD-5.2 "Compatible Land Use"). With implementation of the below mentioned policies, this impact is considered ***less than significant.***

Environmental Resources
Policies designed to improve air quality and minimize adverse effects of air pollution on human health and the economy include the following:
ER-17.1 Incorporate AQMP Mitigations ER-17.9 Mitigation Monitoring ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.14 Use VCAPCD Air Quality Assessment Guidelines ER-17.16 Support California Air Resources Board
Community Development
Policies designed to facilitate a balanced housing, commercial, and employment community consistent with the character, capacity, and vision of the City, as well as minimize land use conflicts between incompatible land uses include the following:
CD-5.1 Industrial Clustering CD-5.2 Compatible Land Use

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No mitigation measures are required.

Impact 5.7-6: The Project could potentially conflict with implementation of state goals for reducing greenhouse gas emissions.

Impact Summary

Level of Significance Before Mitigation: ***No Significance Threshold Established***
Required Additional Policies or Mitigation Measures: ***Recommended Policies***
Resultant Level of Significance: ***Unable to Determine Significance***

Impact Analysis

Traffic and stationary source emissions anticipated with build out of the Project would be the primary contributors to operational greenhouse gas emissions. Emissions will be generated from a variety of stationary sources including the use of natural gas, the use of landscape maintenance equipment, and the use of woodburning stoves. In addition, CO_2 would be generated by indirect sources associated with electricity generation. Information regarding specific development projects would be needed in order to quantify indirect source emissions.

However, it is important to acknowledge that new residential development does not necessarily create entirely new GHG emissions, since most of the persons who will visit or occupy new development will come from other locations where they were already generating such GHG emissions. Further, as described above in the "Environmental and Regulatory Setting" section, it has not been demonstrated that even new GHG emissions caused by local residential development can affect global climate change, or that a specific project's new increase in GHG emissions, if any, when added to other activities in the region, would be considered cumulatively considerable.

Construction-Related Activities. As previously described above under Impact 5.7-1, construction activity that would occur in accordance with the Project would cause temporary, short-term emissions of various air pollutants, including CO_2 (a greenhouse gas), would be emitted by construction equipment during various activities, such as grading and excavation, infrastructure construction, building demolition, and a variety of other construction activities. Information regarding specific development projects, soil conditions, and the location of sensitive receptors in relation to the various projects would be needed in order to quantify the level of impact associated with each construction activity. However, given the amount of development associated with implementation of the Proposed Project, it is reasonable to assume that some large-scale construction activity would exceed VCAPCD adopted thresholds over the duration of the Project development. Actual significance would be determined on a project-by-project basis as future development applications are submitted. The Environmental of the Project includes a number of policies that focus on reducing construction-related emissions (see policies ER-17.1 "Incorporate AQMP Mitigations", ER-17.6 "Emission Control Devices", ER-17.7 "Reducing Construction Impacts during Smog Season", and ER-17.8 "Minimizing Dust and Air Emissions through Permitting Requirements"). Policy E-17.14 "Consultation with Ventura County Air Pollution Control District" requires that the City continue to consult with the VCAPCD during the CEQA review for various projects.

Environmental Resources
Policies designed to address construction-related air quality air emissions include the following:

ER-17.1 Incorporate AQMP Mitigations
ER-17.6 Emission Control Devices
ER-17.7 Reducing Construction Impacts during Smog Season
ER-17.8 Minimizing Dust and Air Emissions through Permitting Requirements
ER-17.12 Consultation with Ventura County Air Pollution Control District
ER-17.14 Use VCAPCD Air Quality Assessment Guidelines

Operation-Related Activities. As previously described above under Impact 5.7-2, operational impacts would primarily result from local and regional vehicle emissions generated by future population growth associated with build out of the Proposed Project. These operational emissions for CO_2 (GHG) emissions are provided in Table 5-5 and include both vehicle and area source emissions.

TABLE 5-5
CO2 OPERATIONAL EMISSIONS

Emissions Source	Unmitigated Operational Emissions (Tons/Year) CO_2
City of Oxnard Onroad Vehicle Emissions	
Baseline (Year 2005)	33,480
Build out (Year 2030)	44,216
Incremental Increase	10,736
City of Oxnard Area Source Emissions	
Baseline (Year 2005)	987,901
Build out (Year 2030)	716,197
Incremental Increase	0
Total Incremental Onroad and Area Source Emissions (Tons/Year)	10,736

Note: see Appendix E for calculation details.

Generally, an individual project (associated with build out of the Proposed Project) cannot generate enough greenhouse gas emissions to influence global climate change because it is the increased accumulation of GHGs which may result in global climate change. However, an individual project may contribute an incremental amount of GHG emissions. For most projects, the main contribution of GHG emissions is from motor vehicles, but how much of those emissions are "new" is uncertain. New projects do not necessarily create new drivers, and therefore do not create a new mobile source of emissions. Rather, new projects only redistribute the existing traffic patterns. Larger projects will certainly affect a larger geographic area, but again, would not necessarily cause the creation of new drivers. Some mixed-use and transportation-oriented projects (resulting from the Proposed Project) could actually reduce the number of vehicle miles traveled.

As identified in Table 5-5, emissions from vehicles were calculated using the EMFAC2007 model. While more precise modeling programs for nitrous oxide (NO_2) and methane (CH_4) may be available, use of this model to quantify the air quality emissions identified above in Table 5-4 and 5-5 should be considered a reasonable worst case scenario. These emission estimates do not take into account proposed measures to improve vehicle fuel efficiency or reduce GHG emissions as proposed under AB 32.

For the purpose of this analysis, GHG emissions directly associated with the proposed development have been identified and quantified. These emissions are associated with increased area sources and vehicular emissions due to project-generated traffic.

The incremental increase in onroad vehicle CO_2 emissions for the Project build out (year 2030) versus baseline scenario (year 2005) and emissions from area sources would be would be 10,736 metric tons per year. When compared to the overall state reduction goal of approximately 169 million metric tons CO_2e/year, the incremental increase in greenhouse gas emissions for the Project would be about 0.006 percent of the State goal for reducing greenhouse gas emissions by the year 2030. In addition to these on-road vehicle and area source increased CO_2 emissions, without information regarding the increased emissions from electricity usage (indirect source emissions), the efforts the State is currently undertaking related to AB32 would potentially be substantial with regard to measures that could reduce greenhouse gas emissions by similar levels. Thus, the Project would potentially conflict with the state AB32 goals related to greenhouse gas emissions and would be a significant impact prior to mitigation.

Policies included as part of the Project that would potentially reduce this impact are more fully described above under Impact 5.7-2. In addition to the various energy conservation, alternative energy use, green building design, air quality emissions, and trip reduction related policies identified above under the discussion for Impact 5.7-2, the Sustainable Community Chapter also includes a variety of policies designed to address climate change concerns. Finally, the Safety Chapter also includes Policy S-13.1 "Support Statewide Global Warming Solutions" which has been developed to monitor and support the efforts of the CARB. However, without a threshold of significance, a finding cannot be determined.

Sustainable Community
Policies designed to support and participate in global warming and climate change analysis and programs include the following:
SC-1.1 Inventory Global Warming Emissions SC-1.2 Support Statewide Global Warming Mitigation SC-1.3 Develop Greenhouse Gas Emission Reduction Plan

Recommended Policies

The following new policies are recommended:

- **Policy SC-1.4: Support Climate Action Team Emission Reduction Strategies.** The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the 2030 General Plan to determine its consistency with the CAT emission reduction strategies. *[New]*

- **Policy SC-1.5: Support Offsite Measures to Reduce Greenhouse Gas Emissions.** The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions. *[New Policy]*

5.8 Energy and Resource Conservation

This section provides an overview of existing energy use within the City of Oxnard and surrounding region. Energy use and conservation impacts are also discussed in this section.

Environmental and Regulatory Setting

Chapter 5 of the Background Report provides background information on a range of City programs designed to reduce energy consumption and integrate the use of energy saving materials and design principles into new construction in an effort to preserve resources and promote conservation. Since publication of the Background Report, California passed the California Global Warming Solutions Act of 2006 which has generated interest in addressing climate change and energy conservation issues as part of the range of topics traditionally addressed under CEQA. Because of the recent concern and importance of this issue, this section of the PEIR provides additional background information regarding energy use in the City's Planning Area and is intended to compliment the existing information provided in the Background Report.

Updated Environmental Setting

Energy Types and Sources

Petroleum

California's overall oil production rate decreased slightly in 2007, averaging about 669.0 thousand barrels per day, a decrease of 2.2 percent from the 2006 average of about 683.8 thousand barrels per day (California Department of Conservation 2008). Overall, California is a net importer of gasoline. It produces only about 37.2 percent of the petroleum it uses. In 2007, the state spent nearly $50 billion for gasoline and $9.7 billion for diesel (California Energy Commission, 2009a). Because the state has specific emissions criteria, only certain refineries outside of the state can produce California gasoline. Domestic sources include refineries located in Washington State and the United States Gulf Coast. Foreign sources include Eastern Canada, Finland, Germany, US Virgin Islands, Middle East, and Asia (California Energy Commission, 2009b).

California's petroleum refineries are located in the San Francisco Bay area, Los Angeles area and the Central Valley. Each day approximately two million barrels (a barrel is equal to 42 U.S. gallons) of petroleum are processed into a variety of products, with gasoline representing about half of the total product volume (California Energy Commission 2009b). This crude oil comes from within the state as well as Alaskan and foreign sources (California Energy Commission 2009c).

Natural Gas

Only 13.5 percent of the natural gas California used came from in-state production in 2006; the rest was delivered by pipelines from several production areas in the western United States and western Canada. Once the gas arrives in California, it is distributed by the state's three major gas utilities: San Diego Gas & Electric, Southern California Gas Company, and Pacific Gas and Electric (PG&E), which provide a collective total of 98 percent of the state's natural gas. Long Beach and Palo Alto are the only municipal utilities in California that operate city-owned utility services for natural gas customers (California Energy Commission 2009d). Southern California Gas Company is the primary provider of natural gas within the Planning Area.

The largest user of natural gas is electricity generation, using about half of all natural gas in the state. The residential sector uses 22 percent of the natural gas. Of that amount, 88 percent is used by space and water heating. In 2007, natural gas accounted for 45.2% of total electricity system power in California (California Energy Commission 2009e).

Nuclear

Nuclear power is the controlled use of nuclear reactions to release energy for work including propulsion, heat, and the generation of electricity. Nuclear power plants in California produced 35,692 gigawatt hours (GWh) of electricity in 2007. Additionally, 9,164 GWh of nuclear-generated electricity was imported into California. The total of 44,856 GWh represents 14.8 percent of electricity from all sources in 2007 (California Energy Commission 2009f). In 2007, nuclear power accounted for 14.8% of total electricity system power in California (California Energy Commission 2009e).

Operating nuclear power plants in California are Diablo Canyon, near San Luis Obispo, and San Onofre, about midway between Los Angeles and San Diego. Nuclear units at both plants use ocean water for cooling. Oversight for nuclear energy rests with the U.S. Nuclear Regulatory Commission, which regulates U.S. commercial nuclear power plants and the civilian use of nuclear materials.

Electricity

According to the California Energy Commission (California Energy Commission 2008), in 2007, California produced 69.5% of the electricity it used; the rest was imported from the Pacific Northwest (8.2%) and the U.S. desert southwest (22.3%). Natural gas was the main source for electricity at 45.2% of the total system power. During 2007, Ventura County consumed 5,645 million kilowatt hours (kWh) of electricity through residential and non-residential uses (California Energy Commission 2008). Southern California Edison provides electric power to both residential and non-residential users in the Planning Area.

Renewable Energy

Renewable energy sources capture their energy from existing flows of energy, from on-going natural processes, such as sunshine, wind, wave power, flowing water (hydropower), biological processes such as anaerobic digestion, and geothermal heat flow.

In 2002, California established its "Renewable Portfolio Standard Program", with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20% by 2017. The 2003 Integrated Energy Policy Report recommended accelerating that goal to 20% by 2010, and the 2004 Energy Report Update further recommended increasing the target to 33% by 2020. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08 requiring that California utilities reach the 33% renewable goal by 2020.

In 2007, 11.8 percent of all electricity in California came from renewable resources such as wind, solar, geothermal, biomass and small hydroelectric facilities. Specifically, renewables contributed the following: Biomass, 2.1%; Geothermal, 4.5%; Small Hydro, 2.8%, Solar, 0.2%; and Wind, 2.3%. Large hydro plants generated another 11.7 percent of California's electricity (California Energy Commission 2009g).

Alternative Fuels

According to the U.S. Department of Transportation (US DOT), alternative fuels used in transportation include: biodiesel, ethanol, electricity, propane, compressed natural gas (CNG), and hydrogen (H2). Biodiesel is a clean burning, renewable alternative fuel that can be produced from a wide range of vegetable oils and animal fats. Ethanol is a renewable alternative biofuel made from various plant materials. Ethanol can be blended with gasoline in varying quantities. E85, a mixture of 85 percent ethanol and 15 percent unleaded gasoline, is an alternative fuel for use in flexible fuel vehicles. Electricity used to power vehicles is provided by the electricity grid and stored in the vehicle's batteries. Propane, also known as liquefied petroleum gas, is a by-product of natural gas processing and crude oil refining. CNG is a natural gas that is extracted from wells and compressed. H2 is a renewable, domestically-produced, alternative fuel that can be used to create electricity (US DOT 2009).

Energy Consumption

The City's regional transportation system includes a street and highway system along with alternate transportation modes consisting of bicycles, transit, and aviation. For each of these systems (with the exception of bicycles), the primary sources of energy are gasoline and diesel fuel. Electricity consumption by the transportation system is negligible.

Street and Highway System

According to the California Energy Commission, California's overall energy consumption is dominated by transportation, with more than 40 percent of all energy consumed in the state used to move people and goods. Almost all of this transportation energy is derived from petroleum. Despite diversifying the mix of energy resources used to generate electricity, more than 80 percent of the energy consumed in the state still comes from fossil fuels (California Energy Commission 2007).

Caltrans estimates that in 2000, more than 340 million gallons of gasoline and diesel fuel were consumed in Ventura County. In 2006, consumption in Ventura County increased by an estimated 5 percent, to more than 356 million gallons of gasoline and diesel fuel. By 2030, consumption is

estimated to increase to 572 million gallons of gasoline and diesel fuel (California Department of Transportation 2008).

Energy Efficiency in Transportation

Long-term energy consumption trends for transportation will be largely determined by fuel efficiency trends for motor vehicles, since motor vehicles are the predominant transportation mode for passengers and commercial goods. The federal Energy Policy and Conservation Act established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation, is responsible for establishing vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for individual vehicle models, but rather on the basis of the average fuel economy of a manufacturer's vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by U.S. Environmental Protection Agency, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The U.S. Environmental Protection Agency calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. The U.S. Department of Transportation is authorized to assess penalties against car manufacturers for noncompliance based on information generated under the CAFE program.

Updated Regulatory Setting

Federal and state agencies regulate energy consumption through various means and programs. At the local level, individual cities and counties regulate energy through their regulatory and planning activities.

Federal Regulations

On the federal level, the U.S. Department of Transportation, U.S. Department of Energy, and U.S. Environmental Protection Agency are three agencies with substantial influence over energy policies and programs. Generally, federal agencies influence transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure projects.

The National Energy Policy, developed in May 2001, proposes recommendations on energy use and on the repair and expansion of the nation's energy infrastructure. The policy is based on the finding that growth in U.S. energy consumption is outpacing the current rate of production. Based on this policy document, during the years 2000 to 2020, the growth in the consumption of oil is predicted to increase by 33 percent, natural gas by over 50 percent and electricity by 45 percent. While federal policy promotes further improvements in energy use through conservation, it focuses on increased development of domestic oil, gas, and coal and the use of hydroelectric and nuclear power resources. To address the over-reliance on natural gas for new electric power

plants, the federal policy proposes research in clean coal technology and expanding the generation of energy to include energy derived from landfill gas, wind, and biomass sources.

State of California Regulations

On the state level, the California Public Utilities Commission and California Energy Commission are two agencies with authority over different aspects of energy. The California Public Utilities Commission regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The California Energy Commission collects and analyzes energy-related data, prepares state-wide energy policy recommendations and plans, promotes and funds energy efficiency programs, and regulates the power plant siting process. California is preempted under federal law from setting state fuel economy standards for new on-road motor vehicles.

The California Constitution vests in the California Public Utilities Commission, the exclusive power and sole authority to regulate privately owned or investor-owned public utilities. This exclusive power extends to all aspects of the location, design, construction, maintenance, and operation of public utility facilities. Nevertheless, the California Public Utilities Commission has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns.

Assembly Bill 1890 - The Electric Utility Industry Restructuring Act

The Electric Utility Industry Restructuring Act (Assembly Bill 1890) made the generation of electricity competitive in California. The legislation became law on September 23, 1996. Before restructuring, a single utility provided each customer with generation, transmission, distribution, and metering and billing of electricity. As of March 31, 1998, the new structure allowed customers in most, but not all, existing electric utility service areas to choose their electric generation supplier.

Restructuring also brought changes to the transmission of electricity. Previously restricted transmission facilities were opened to power generators on a fair and equitable basis, overseen by a new organization, the Independent System Operator (ISO). The ISO was been given the responsibility for assuring reliability of the high voltage transmission system. Local utilities continued to distribute electricity.

Title 24 of the California Code of Regulations

The State of California regulates energy consumption under Title 24 of the California Code of Regulations. The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The California Energy Commission updates these standards periodically and adopted the latest standards in 2005. Under Assembly Bill 970, signed September 2000, the California Energy Commission will update and implement its appliance and building efficient standards to make “maximum feasible” reduction in unnecessary energy consumption.

Applicable NOP Comments Considered

No comments regarding energy resources were submitted during the public scoping period.

Impact Methodology

The energy analysis describes current energy consumption and conservation efforts in the City of Oxnard as it relates to the Proposed Project. Implementation of the Project would affect energy use in two ways: project construction would require energy use, and project operations would result in increases in energy use through changes in vehicle miles traveled and through the development of additional land uses that consume energy resources. The analysis in this PEIR provides a program-level assessment of the effects of implementing the proposed project.

Standards of Significance

Significant energy impacts are generally linked with projects that would require substantial energy consumption on an annual basis or would use fuel or energy in a wasteful manner. For the purposes of this PEIR, the Project would be considered to have a significant effect on the environment if it would use more fuel or energy than would be reasonably expected or would use energy in a manner that is inconsistent with common energy conservation practices.

The CEQA Guidelines do not specifically address significance criteria for energy-related impacts. However, Appendix F of the CEQA Guidelines provides information on addressing energy conservation in a PEIR. Based on that, the project (or the project alternatives) would result in a significant impact if it would:

- Include wasteful, inefficient and unnecessary consumption of energy during project construction, operation, maintenance, and/or removal;
- Require additional energy facilities, the provision of which may have a significant effect on the environment;
- Be inconsistent with existing energy standards; or
- Preempt future energy development or future energy conservation.

Impacts and Mitigation Measures

Impact 5.8-1: The Project would increase energy demand and require additional energy resources.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

New development (i.e., residential units, commercial centers, etc.) anticipated with build out of the Project would be the primary contributors to increased energy use within the Planning Area. New development (along with the associated users) could also place increased demand on regional energy generation, transmission, and distribution facilities. Both the Southern California Gas Company and Southern California Edison encourage energy conservation as a means of reducing the need for construction of new power generation facilities. Similarly, these energy providers have sufficient infrastructure and supplies in place to meet the modest increase in demand resulting from implementation of the Project over the long term.

The specific environmental impact of constructing new energy generation and distribution infrastructure within the Planning Area cannot be determined at this program level of analysis because no specific projects are proposed at this time. Predicting where such infrastructure might occur involves speculation, and no further analysis can be conducted at this time (see CEQA Guidelines Section 15145). However, like the development of other uses allowed under the Proposed Project, individual development/infrastructure projects may require evaluation of potential impacts in accordance with CEQA at the time such projects, if any, are proposed.

Policies included as part of the Project that would minimize this impact are summarized below (Appendix C of the Draft PEIR provides additional information regarding these policies) by general plan chapter. The Sustainable Community chapter includes a number of policies (policies SC-3.8 “Use of Solar Electric Generation”, SC-3.11 “Wind and Tidal Power Generation”, and SC-3.12 “Waste Conversion to Energy Facility”) designed to support and encourage the public and private use of renewable energy sources in place of traditional non-renewable sources. This chapter also includes a number of policies that have been developed to encourage energy efficiency and performance higher than California Title 24 Requirements (including policies SC-3.1 “Ten Percent Ahead of Title 24”, SC-3.2 “New Residential Development”, and SC-3.9 “Encourage Use of Passive Energy Conservation Design”). Policies SC-4.1 and SC-4.2 also encourage the use of green building design. On a broader scale, the Community Development Chapter also includes a number of policies (see policies CD-1.7 “Compact Development” and CD-1.9 “Commute Reduction”) developed to encourage land uses or development that supports

reduced vehicle usage. The Environmental Resources Chapter also provides a number of policies designed to address alternative transportation and vehicle trip reducing measures (see policies ER-17.2 "Transportation Management" and ER-17.3 "Reducing Vehicle Use"). Similarly, the Infrastructure and Community Services Chapter includes a number of policies (see policies ICS-6.1 "Transit Facilities for New Developments" and ICS-8.2 "Enhance and Add Bicycle Routes") developed to encourage the use of a variety of alternative sources of transportation. With implementation of the below mentioned policies this impact is ***less than significant***.

Sustainable Community	
Policies designed to support the generation of electricity from renewable local sources such as solar panels, wave and tidal forces, co-generation, and/or wind farms include the following:	
SC-3.5 Alternative Energy for Public Buildings SC-3.8 Use of Solar Electric Generation	SC-3.11 Wind and Tidal Power Generation SC-3.12 Waste Conversion to Energy Facility
Policies designed to support the reduced consumption and reliance upon non-renewable energy sources and encourage energy conservation features in new and existing developments include the following:	
SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development SC-3.3 Municipal Energy Consumption SC-3.4 Promote Energy Reduction Programs SC-3.6 Load Shifting Devices	SC-3.9 Encourage Use of Passive Energy Conservation Design SC-3.10 Promote Voluntary Incentive Programs SC-4.1 Green Building Standards for Developers SC-4.2 Green Development Standards for Public Buildings
Community Development	
Policies designed to encourage land uses or development that supports reduced vehicle usage include the following:	
CD-1.7 Compact Development CD-1.9 Commute Reduction	
Infrastructure and Community Services and Environmental Resources	
Policies designed to support alternate forms of transportation and reduce vehicle miles traveled from on-road motor vehicles include the following:	
ICS-5.1 Enhanced Passenger Rail Service ICS-5.2 Passenger Rail Service Expansion ICS-5.3 Sub Regional Transportation Center ICS-6.1 Transit Facilities for New Developments ICS-6.6 Alternative Transit Options ICS-7.1 Require TDM Programs ICS-7.2 Reduce Single-Occupancy Automobile Dependency	ICS-7.3 TDM Development Patterns ICS-7.4 Park and Ride Lots ICS-8.2 Enhance and Add Bicycle Routes ICS-8.11 Bicycle Parking and Storage ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations
Policies designed to support adequate and efficient public utilities that meet the needs of residents of the City include the following:	
ICS-17.1 Electric Facilities ICS-17.3 Promoting Clean Energy ICS-17.4 Service Extension	

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional mitigation measures are required.

CHAPTER 6
Safety and Hazards

CHAPTER 6
Safety and Hazards

6.1 Introduction

As previously described in Chapter 1, a common chapter numbering system was used in preparing key general plan documents to allow readers the ability to easily find related information through out the various documents. In the General Plan Background Report, Chapter 6 is the "Safety and Hazards" section, which provides environmental setting and regulatory information on the various natural and human-made hazard conditions with potential to occur within the City's Planning Area (including seismic, flooding, and noise conditions). The Project provides a variety of policies and implementation measures that have been specifically developed to address these conditions and ensure the safety of the community.

This chapter of the PEIR describes the potential impacts of the Project on a variety of safety and hazard-related topics including:

- Geologic, Seismic, and Soil Hazards (6.2),
- Natural Hazards (6.3),
- Noise (6.4),
- Hazardous Materials and Uses (6.5), and
- Transportation Hazards (6.6).

The closely related topic of "Air Quality' can be found in Section 5.7 of Chapter 5.

Acronyms

- A-weighted decibels (DBA)
- Aboveground Storage Tanks (ASTs)
- Airport Compatibility Land Use Plan (ACLUP)
- Airport Environs Land Use Plans (AELUPs)
- Airport Land Use Commission (ALUC)

- California Air Resources Board (CARB)
- California Department of Toxic Substances Control (DTSC)
- California Environmental Quality Act (CEQA)
- Community Noise Equivalent Levels (CNEL)
- Equivalent Sound Level (Leq)
- Federal Emergency Management Agency (FEMA)
- Federal Highway Administration (FHWA)
- Leaking Underground Storage Tanks (LUST)
- Naval Air Station (NAS)
- Notice of Preparation (NOP)
- Program Environmental Impact Report (PEIR)
- Union Pacific Railroad (UPRR)

6.2 Geologic, Seismic, and Soil Hazards

Geologic, seismic, and soil hazards are addressed in this section. Potential impacts associated with increased soil and/or beach erosion resulting from implementation of the Project are addressed in Chapter 5 "Environmental Resources". Potential impacts to mineral resources are also discussed in Chapter 5 of this PEIR.

Environmental and Regulatory Setting

Chapter 6 of the Background Report provides a detailed description of the existing geologic, seismic, and soil hazards conditions found within the Planning Area. The Background Report also describes relevant state regulations applicable to these topics.

Applicable NOP Comments Considered

No specific comments regarding geologic, seismic, and/or soil hazard conditions were submitted during the public scoping period.

Impact Methodology

The potential for geologic and seismic impacts as a result of implementation of the Project or its alternatives was reviewed and evaluated using readily available background information, such as pertinent geologic maps and seismic hazard maps. Key sources of information included the California Geological Survey (formerly the Division of Mines and Geology) and the United States Geologic Survey.

To reduce or mitigate potential hazards from earthquakes or other local geologic hazards, the City ensures that development will continue to be completed in compliance with local and State regulations. These regulations include the California Building Code, which incorporates codes from the Uniform Building Code, the Alquist-Priolo Earthquake Fault Zoning Act, and the Seismic Hazard Mapping Act. Policies and implementation measures developed for the Project include continued conformance with applicable local and State building regulations and requirements.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; 2) strong seismic groundshaking; 3) seismic-related ground failure, including liquefaction; or 4) landslides;

- Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse; or

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

Impacts and Mitigation Measures

Impact 6.2-1: The Project could expose people to injury or structures to damage from potential rupture of a known earthquake fault, strong groundshaking, seismic-related ground failure, or landslides.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***Revised Policy SH-2.1 "Building Code Standards"***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Planning Area's topography is primarily flat and is not located within nor bisected by a delineated Alquist-Priolo Earthquake Fault Zone. As stated in the Background Report, the Planning Area (although not located within a delineated Alquist-Priolo Earthquake Fault Zone) is located in proximity to several active faults, some with historic recorded ruptures (see Figure 6-1 on page 6-5 of the Background Report). Consequently, most of the Planning Area is susceptible to several types of earthquake-related risks, including ground shaking, earthquake-induced settlement, and liquefaction. This region of California is considered to be seismically active with many active faults capable of producing a significant seismic event. A majority of the Planning Area is also identified as being susceptible to liquefaction as a result of underlying thick alluvial deposits and high groundwater levels. According to seismic hazard mapping conducted by the California Geological Survey, the entire Planning Area is located in a Seismic Hazard Area for liquefaction.

Policies and implementation measures included as part of the Project that would minimize this impact are summarized below by chapter. The Safety Chapter provides a number of policies that have been developed to ensure a safe environment for the City's residents, visitors, and businesses. Several policies require the preparation of soil, geologic, or structural evaluation reports as part of the approval process for new structures (see policies SH-2.2 "Soil, Geologic, and Structural Evaluation Reports, SH-2.3 "Required Geologic Reports", and SH-2.5 "Soil Investigations"). The Safety Chapter requires new buildings and alterations to existing buildings to adhere to the Uniform Building Code in order to minimize seismic hazards (see Policy SH-2.1 "Building Code Standards"). There are also several policies that require the City to avoid allowing development and emergency services facilities in areas with known geologic hazards, including liquefaction, tsunamis, and other hazards (see policies SH-1.1 "Minimize Liquefaction Risk", SH-4.1 "Location of New Development", and SH-5.1 "Coordination of Disaster Services"). The Safety Chapter also provides policies for continued emergency planning and emergency support systems (see policies SH-5.1 to SH-5.8). Policies SH-8.7 encourages community involvement and public education to help encourage active public involvement in

emergency preparedness activities. With implementation of the policies and implementation measures, this impact is considered ***less than significant.***

Safety and Hazards Chapter	
Policies and implementation measures designed to minimize geologic hazard impacts to people and structures in the Planning Area include the following:	
SH-1.1 Minimize Liquefaction Risk SH-1.3 Location of City Emergency Services SH-2.1 Building Code Standards SH-2.2 Soil, Geologic, and Structural Evaluation Reports SH-2.3 Required Geologic Reports SH-2.4 Liquefaction Report Waivers	SH-2.5 Soil Investigations SH-2.6 Mitigating Seismic Hazards SH-2.7 Financial Assistance for Seismic Upgrades SH-5.1 Location of New Development Implementation Measure #89
Policies designed to minimize public safety impacts to people and property by maintaining adequate levels of emergency preparedness in the Planning Area include the following:	
SH-5.1 Coordination of Disaster Services SH-5.2 Continued Evaluation of Emergency Response Plans SH-5.3 Volunteer Citizen Groups	SH-5.5 Update Emergency Operation Plan SH-5.6 Access and Evacuation Corridors SH-5.7 Infrastructure Security SH-5.8 Hazard Awareness and Preparedness Education

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional policies or mitigation measures are required.

Impact 6.2-2: The Project could result in potential structural damage from development on a potentially unstable geologic unit or soil.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

As described above under Impact 6.2-1, the Planning Area is not located within or bisected by a delineated Alquist-Priolo Earthquake Fault Zone; however, seismic-related hazards exist because of the proximity to active faults. Other geologic characteristics found in the Planning Area increase the likelihood for subsidence, liquefaction, and lateral spreading. The Planning Area is primarily level and has not been identified as being within a zone requiring investigation for earthquake-induced landslides (California Geologic Survey, 2002). Please see Impact 6.2-1 for a discussion of the presence of liquefaction hazards in the Planning Area. Portions of the Planning Area are subject to subsidence and seismic ground shaking can further induce subsidence. These areas are located in the southeast corner of the Planning area and include an area near Hueneme Road and Rice Avenue that has experienced subsidence up to 12 feet.

Similar to the discussion for Impact 6.2-1, the Safety Chapter provides a number of policies that have been developed to ensure a safe environment for the City's residents, visitors, and businesses. Policy SH-1.2 "Minimizing Subsidence Trends" looks to avoiding levels of groundwater extraction if it leads to subsidence in the Planning Area. Other policies require the preparation of soil, geologic, or structural evaluation reports as part of the approval process for new structures (see policies SH-2.2 "Soil, Geologic, and Structural Evaluation Reports, SH-2.3 "Required Geologic Reports", and SH-2.5 "Soil Investigations"). There are also several policies that require the City to avoid allowing development and emergency services facilities in areas with known geologic hazards, including liquefaction, tsunamis, and other hazards (see policies SH-1.1 "Minimize Liquefaction Risk" and SH-4.1 "Location of New Development". The Safety and Hazards Chapter also provides policies that provide for continued emergency planning and emergency support systems (see policies SH-5.1 to SH-5.8). With implementation of the mentioned policies and implementation measures, this impact is considered ***less than significant.***

Safety and Hazards Chapter	
Policies and implementation measures designed to minimize geologic hazard impacts to people and structures in the Planning Area include the following:	
SH-1.1 Minimize Liquefaction Risk SH-1.2 Minimize Subsidence Trends SH-2.1 Building Code Standards SH-2.2 Soil, Geologic, and Structural Evaluation Reports SH-2.3 Required Geologic Reports SH-2.4 Liquefaction Report Waivers	SH-2.5 Soil Investigations SH-2.6 Mitigating Seismic Hazards SH-2.7 Financial Assistance for Seismic Upgrades SH-4.1 Location of New Development Implementation Measure #89
Policies designed to minimize public safety impacts to people and property by maintaining adequate levels of emergency preparedness in the Planning Area include the following:	
SH-5.1 Coordination of Disaster Services SH-5.2 Continued Evaluation of Emergency Response Plans SH-5.3 Volunteer Citizen groups SH-5.4 Location of Private Emergency Response Facilities	SH-5.5 Update Emergency Operation Plan SH-5.6 Access and Evacuation Corridors SH-5.7 Infrastructure Security SH-5.8 Hazard Awareness and Public Education

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional policies or mitigation measures are required.

Impact 6.2-3: The Project could increase the potential for structural damage from development on expansive soil.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Expansive soils are found throughout Ventura County but are primarily concentrated in a few areas: portions of Ojai Valley, the Camarillo Hills, and areas around the City of Moorpark. Due to the dispersed nature of these soils throughout the County and the Planning Area, site specific soils tests are necessary because this hazard is so localized in nature. Expansive soils have the potential to impact existing and new structures. Impacts associated with expansive soils are considered to be minimal because soils and engineering reports are required as a part of the development approval process (see General Plan policies below). These reports typically include an evaluation of whether or not expansive soils are present. In the event that they are found to be present on the site, the report will identify geotechnical engineering solutions to minimize the potential damage from expansive soils (Ventura County, 2005).

Similar to the discussion for Impact 6.2-1, the Safety Chapter provides a number of policies that have been developed to ensure a safe environment for the City's residents, visitors, and businesses. Several policies require the preparation of soil, geologic, or structural evaluation reports as part of the approval process for new structures (see policies SH-2.2 "Soil, Geologic, and Structural Evaluation Reports, SH-2.3 "Required Geologic Reports", and SH-2.5 "Soil Investigations"). There are also other policies that require the City to avoid allowing development and emergency services facilities in areas with known geologic hazards, including liquefaction, tsunamis, and other hazards. With implementation of the above mentioned policies and implementation measures, this impact is considered ***less-than-significant.***

Safety and Hazard Chapter	
Policies and implementation measures designed to minimize geologic hazard impacts to people and structures in the Planning Area include the following:	
SH-1.1 Minimize Liquefaction Risk SH-1.3 Location of City Emergency Services SH-2.1 Building Code Standards SH-2.2 Soil, Geologic, and Structural Evaluation Reports SH-2.3 Required Geologic Reports	SH-2.4 Liquefaction Report Waivers SH-2.5 Soil Investigations SH-4.1 Location of New Development Implementation Measure #89

Required Additional Policies or Mitigation Measures

This impact is considered ***less-than-significant***. No additional policies or mitigation measures are required.

6.3 Natural Hazards

A variety of natural hazards associated with flooding and sea level rise are discussed in this section. Hazards associated with tidal marine hazards, such as tsunamis and seiches, are also discussed in this section of the PEIR. However, potential impacts associated with increased soil and/or beach erosion resulting from implementation of the Project are addressed in Chapter 5 "Environmental Resources".

As stated in the Background Report, dense urban areas do not contain large amounts of continuous surface fuels to feed a wildfire. Oxnard is Ventura County's largest urban community and has limited exposure to the threat of wildfire hazards. As a result, wildland fire hazards are not discussed further in this PEIR. However, the potential impacts to the provision of fire protection services are described in Chapter 4 "Infrastructure."

Environmental and Regulatory Setting

Chapter 6 of the Background Report provides a detailed description of the existing flooding and sea level rise, tidal marine hazards, coastal wave/beach erosion, and wildland fire conditions found within the Planning Area.

Applicable NOP Comments Considered

No specific comments regarding natural hazard conditions were submitted during the public scoping period.

Impact Methodology

The assessment of natural hazard impacts consists of a qualitative review of the existing conditions applicable to the Planning Area and a determination of whether the Project includes adequate provisions to address the potential impacts associated with local natural hazard conditions.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G "Environmental Checklist Form" of the CEQA Guidelines and the City of Oxnard *Thresholds Guideilnes*. The project (or the project alternatives) would result in a significant impact if it would:

- Place housing 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;
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows;
- 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; or
- Expose people or structures to inundation by seiche or tsunami.

Impacts and Mitigation Measures

Impact 6.3-1: The Project could expose people or structures to flood hazards from development within a 100-year Flood Hazard Area or from increased rates or amounts of surface runoff from development

Impact Summary

Level of Significance: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

FEMA flood maps identify some areas within the Planning Area as being within designated 100-year floodplains. These areas are located along the Santa Clara River in the northern portion of the Planning Area and the flooding potential is largely due to a substandard levee along the western end of the Santa Clara River. The coastline is also designated as being located within a 100-year floodplain area. Development resulting from buildout of the Project within or adjacent to these flood prone areas could expose housing and other development to flooding hazards. Structures placed within floodplains also have the potential to alter the historic course of floodwaters that could exacerbate flooding hazards downstream.

Policies included as part of the Safety and Hazard Chapter that would minimize this impact are summarized below, with a complete description of these policies provided in the Project. This chapter includes a number of policies that require the City to avoid allowing development of in areas with known hazards, including flooding (see Policy SH-4.1 "New Development Flood Mitigation". Other policies require continued participation in the National Flood Insurance Program and providing updated information to FEMA to identify any changing flood conditions as a result of new development (SH-4.3 "Updating Flood Insurance Rate Maps"). The Safety and Hazard Chapter also provides a number of policies that ensure emergency planning and emergency response/support systems (policies SH-5.1 to SH-5.8) to address local and regional flood events. The Infrastructure and Community Services Chapter includes several policies that ensure development is protected from flooding impacts by avoiding impacts to existing flood control facilities and drainage systems and ensuring that infrastructure will be available to provide adequate levels of flood control services (see policies ICS-13.2, ICS-13.3, and ICS-13.4). Additionally, Policy SH-4.4 "Avoiding Blockage of Natural Drainage" requires the City to continue reviewing development proposals to ensure the capacity or ability of natural drainages are not affected. With implementation of the below mentioned policies, this impact is considered ***less-than-significant.***

Safety and Hazard & Infrastructure and Community Services Chapters	
Policies designed to minimize this impact through the preservation of floodplain areas and the management of new development in hazardous areas include the following:	
SH-4.1 Location of New Development SH-4.2 New Development Flood Mitigation SH-4.3 Updating Flood Insurance Rate Maps	ICS-13.1 100-year Floodplain
Policies designed to minimize public safety impacts to people and property by maintaining adequate levels of emergency preparedness in the Planning Area include the following:	
SH-5.1 Coordination of Disaster Services SH-5.2 Continued Evaluation of Emergency Response Plans SH-5.3 Volunteer Citizen Groups	SH-5.4 Siting of Private Emergency Response Facilities SH-5.5 Update Emergency Operation Plan SH-5.6 Access and Evacuation Corridors SH-5.7 Infrastructure Security
Policies designed to ensure adequate levels of infrastructure include the following:	
ICS-13.2 Adequate Storm Drains	ICS-13.3 Stormwater Detention Basin ICS-13.4 Low Impact Development

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 6.3-2: The Project could expose people or structures to flood hazards from failure of a levee or dam.

Impact Summary

Level of Significance: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

In addition to flood hazards associated with 100-year flood zones, flood inundation resulting from dam failure due to a variety of factors is a potential hazard for the City. Failure of the Santa Felicia Dam at Lake Piru, Castaic Lake Dam, and Pyramid Lake Dam east and northeast of the Planning Area has the potential to inundate portions of the Planning Area. Inundation flooding would extend along the Santa Clara River and spread throughout the Planning Area. New developments or improvements under the Project (located nearest the Santa Clara River) could be subject to flood hazards associated with failure of any one of these dams. However, it is assumed that all dams have been constructed to the specifications set forth by State and federal agencies. Additionally, regular inspections are conducted to identify any weaknesses or problems with the dams that could cause structural damage or overtopping of the dam. Although dam failure can result in major catastrophes, the safeguards in place mentioned above reduce the threat of dam failure and it is considered low.

Similar to Impact 6.3-1, policies included as part of the Safety and Hazard Chapter that would minimize this impact are summarized below, with a complete description of these policies provided in the Project. With implementation of the below mentioned policies, this impact is considered ***less-than-significant.***

Safety and Hazard & Infrastructure and Community Services Chapters	
Policies designed to minimize this impact through the preservation of floodplain areas and the management of new development in hazardous areas include the following:	
SH-4.1 Location of New Development SH-4.2 New Development Flood Mitigation SH-4.3 Updating Flood Insurance Rate Maps	ICS-13.1 100-year Floodplain
Policies designed to minimize public safety impacts to people and property by maintaining adequate levels of emergency preparedness in the Planning Area include the following:	
SH-5.1 Coordination of Disaster Services SH-5.2 Continued Evaluation of Emergency Response Plans SH-5.3 Volunteer Citizen Groups	SH-5.4 Siting of Private Emergency Response Facilities SH-5.5 Update Emergency Operation Plan SH-5.6 Access and Evacuation Corridors SH-5.7 Infrastructure Security
Policies designed to ensure adequate levels of infrastructure include the following:	
SH-4.4 Avoiding Blockage of Natural Drainage ICS-13.2 Adequate Storm Drains	ICS-13.3 Stormwater Detention Basin ICS-13.4 Low Impact Development

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 6.3-3: The Project could expose people or structures to inundation by seiche or tsunami.

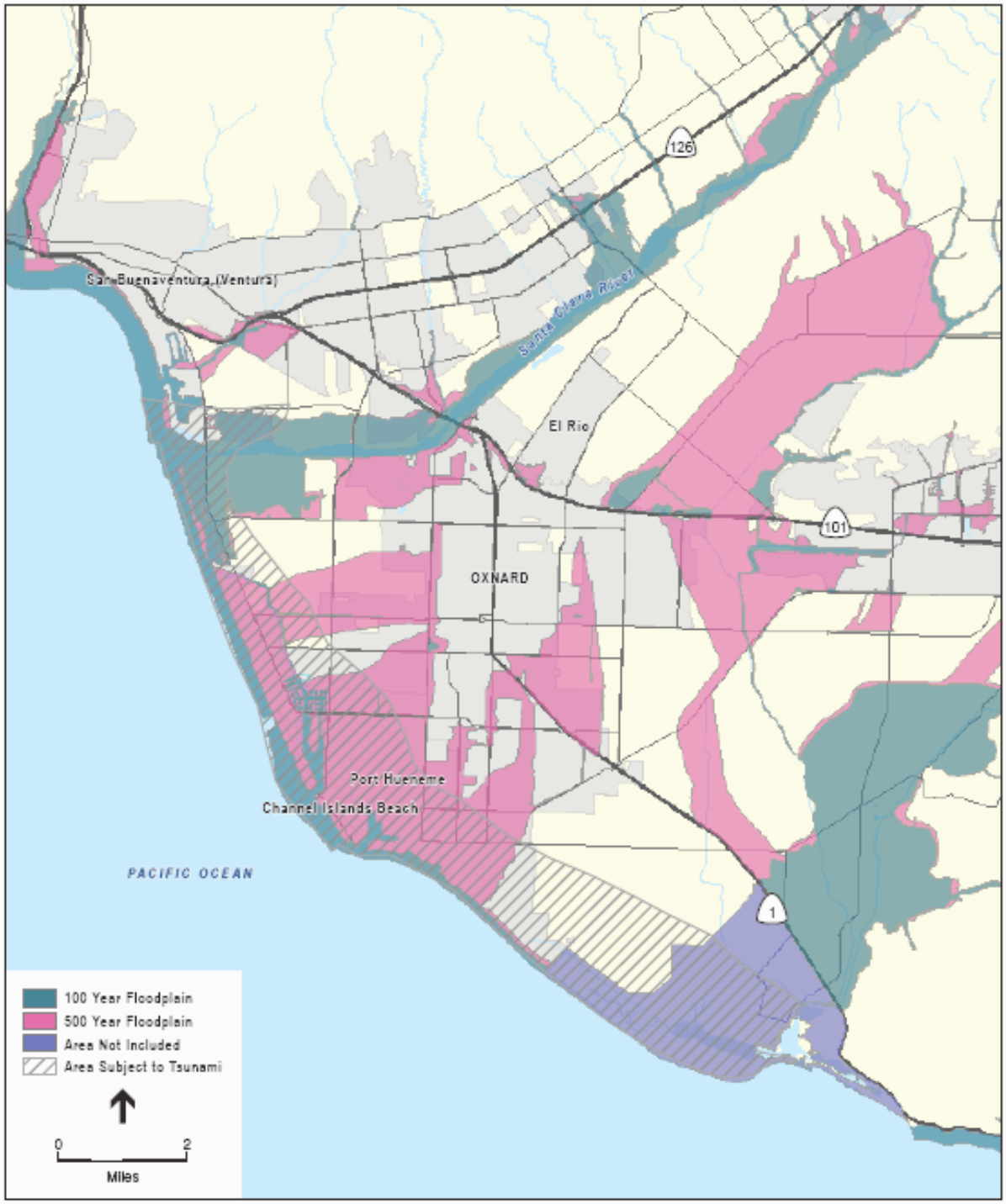
Impact Summary

Level of Significance: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The generation of a tsunami or seiche resulting from a seismic event could potentially inundate portions of the Planning Area nearest the coast (see Figure 6-1). As identified in the figure, the City's projected tsunami impact area extends inland from the coastline approximately one mile. Additionally, the City's Channel Islands Harbor and Mandalay Bay could potentially be affected by seiches. Although there are no existing methods to predict the events (i.e., seismic events, etc.) that generate these types of natural hazards, there are several methods to minimize their impacts. These methods include: 1) avoidance of the tsunami hazard zone; or 2) rely on early detection of an arriving tsunami hazard and appropriately evacuate tsunami impact zones.

Figure 6-1


126
San Buenaventura (Ventura)
Santa Clara River
El Rio
101
OXNARD
Port Hueneme
Channel Islands Beach
PACIFIC OCEAN
1
100 Year Floodplain
500 Year Floodplain
Area Not Included
Area Subject to Tsunami
0
2
Miles

The City's Public Information Office and the Disaster Preparedness Division currently provide information on how to identify an impending tsunami threat, evacuation routes, and public notification methods.

Similar to Impact 6.3-1, policies included as part of the Safety and Hazard Chapter that would minimize this impact are summarized below, with a complete description of these policies provided in the Project. With implementation of the below mentioned policies, this impact is considered ***less-than-significant.***

Safety and Hazard & Infrastructure and Community Services Chapters	
Policies designed to minimize this impact through the preservation of floodplain areas and the management of new development in hazardous areas include the following:	
SH-4.1 Location of New Development SH-4.2 New Development Flood Mitigation SH-4.3 Updating Flood Insurance Rate Maps	ICS-13.1 100-year Floodplain
Policies designed to minimize public safety impacts to people and property by maintaining adequate levels of emergency preparedness in the Planning Area include the following:	
SH-5.1 Coordination of Disaster Services SH-5.2 Continued Evaluation of Emergency Response Plans SH-5.3 Volunteer Citizen Groups	SH-5.4 Siting of Private Emergency Response Facilities SH-5.5 Update Emergency Operation Plan SH-5.6 Access and Evacuation Corridors SH-5.7 Infrastructure Security
Policies designed to ensure adequate levels of infrastructure include the following:	
SH-4.4 Avoiding Blockage of Natural Drainage ICS-13.2 Adequate Storm Drains	ICS-13.3 Stormwater Detention Basin ICS-13.4 Low Impact Development

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 6.3-4: The Project could expose people or structures to inundation by increased sea level rise caused by global warming conditions

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Sea level rise can be a product of global warming through two main processes: expansion of sea water as the oceans warm and the melting of ice over land. Additionally, increased storm intensity and frequency associated with global warming conditions could also affect the ability of existing flood-control facilities (including levees) to adequately handle storm events. Rising sea

levels could result in the expansion of flood prone areas along the coast (as shown in Figure 6-1). The sea level has been documented to have risen up to seven inches over the past 100 years and could be expected to rise an additional 22 to 35 inches as a result of global warming. More frequent flooding could be expected from a combination of increasingly severe winter storms, rising sea levels, and high tides (California Climate Change Center, 2006). Rising sea levels could also increase flooding incidences in areas along the Santa Clara River upstream from where the river meets the ocean.

Safety and Hazard, Infrastructure and Community Services, and Sustainable Community Chapters	
Policies designed to minimize this impact through the preservation of floodplain areas and the management of new development in hazardous areas include the following:	
SH-4.1 Location of New Development SH-4.2 New Development Flood Mitigation SH-4.3 Updating Flood Insurance Rate Maps	ICS-13.1 100-year Floodplain
Policies designed to minimize public safety impacts to people and property by addressing climate change and sea level rise in the Planning Area include the following:	
SC-1.2 Support Statewide Global Warming Mitigation SC-1.3 Develop Greenhouse Gas Emission Reduction Plan SC-2.1 Sea-level Rise and Local Coastal Program SC-2.2 Monitoring Systems SC-2.3 Coastal Preparation	SH-4.1 Impacts of Sea Level Rise
Policies designed to ensure adequate levels of infrastructure include the following:	
SH-4.4 Avoiding Blockage of Natural Drainage ICS-13.2 Adequate Storm Drains	ICS-13.3 Stormwater Detention Basin ICS-13.4 Low Impact Development

As previously stated under the discussion for Impact 6.3-1, the Project addressing potential flooding concerns through a combination of policies that limit new development in hazardous prone areas (see Policy SH-4.1 “Location of New Development”) and policies that ensure adequate levels of infrastructure will be available to address flooding (see Policy SH-4.2 “New Development Flood Mitigation”) and drainage issues (see policies ICS-13.2 “Adequate Storm Drains”, ICS-13.3 “Stormwater Detention Basin”, and ICS-13.4 “Low Impact Development”). The Project also includes several additional policies designed to address a variety of climate change issues including sea level rise and flooding. The Sustainable Community Chapter includes Policy SC-1.2 “Support Statewide Global Warming Mitigation” which has been developed to monitor and support the efforts of the CARB to help reduce the effects of global warming and climate change. Additional policies (including SC-2.1, SC-2.2, SC-2.3, and SH-4.1) have been specifically designed to address sea level rise and the preparation of coastal development to address these future flooding concerns. With implementation of the above mentioned policies (specifically those policies designed to address flooding and limit development away from hazard prone areas), this impact is considered ***less-than-significant.***

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

6.4 Noise

Primary noise sources within the City include traffic, railroad operations, a naval air station, and an airport. Industrial and commercial activities also contribute to background noise. This section provides an analysis of potential impacts to noise that would result from implementation of the Project. The section also identifies applicable policies designed to address noise-related impacts.

Environmental and Regulatory Setting

The main noise generators within the City consist of vehicular traffic along the Ventura Freeway, other major roadways, the Oxnard Airport, the Union Pacific Railroad line, and a variety of stationary noise sources. Chapter 6 of the Background Report (see Appendix B of this Draft PEIR) provides a detailed description of the existing noise conditions within the Planning Area.

Applicable NOP Comments Considered

No specific comments regarding noise issues or conditions were submitted during the public scoping period.

Impact Methodology

Noise impacts are assessed based on a comparative analysis of the noise levels resulting from the Project and the noise levels under baseline or existing conditions. The traffic-related noise analysis is based on the traffic volumes reported in the traffic section of the PEIR (see Chapter 4 "Infrastructure") and using the FHWA Traffic Noise Prediction Model (FHWA RD-77-108) (Barry, T.M. and Regan, J.A., 1978). An increase of at least three decibels is considered to be a significant increase in traffic-related noise, and it requires a doubling of traffic volumes (a 100 percent increase) for noise levels to increase by three decibels.

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G, "Environmental Checklist Form", of the CEQA Guidelines and the City of Oxnard *Thresholds Guideilnes*. The project (or the project alternatives) would result in a significant impact if it would:

- Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

- Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels; or

- Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels.

This PEIR considers changes in ambient noise levels from sources directly attributed to the Project. A sliding scale is commonly used for this purpose, allowing greater increases at lower absolute sound levels than at higher levels. As described above, a 3 dBA noise increase is barely perceptible to the average healthy ear and a 5 dBA increase is readily perceptible. Thus the significance criteria for changes in noise associated with the Project are as follows:

- If the noise level resulting from project operations (in the case of the Project this would occur through increased traffic generation along local roadways, etc.) would exceed the "normally acceptable" range for a given land use where the existing noise level exceeds the normally acceptable range, a 3 dBA or greater increase due to the project is considered significant.

- If the noise level resulting from project operations would exceed the "normally acceptable" range for a given land use where the existing noise level is within the normally acceptable range, a 5 dBA or greater increase due to the project is considered significant.

- If the noise level resulting from project operations would be within the "normally acceptable" range for a given land use, a 10 dBA or greater increase due to the project is considered significant.

Impacts and Mitigation Measures

Impact 6.4-1: The Project could expose a variety of noise-sensitive land uses to construction noise.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significant: ***Less than Significant***

Impact Analysis

Construction related noise is considered a short-term noise impact associated with demolition, site preparation, grading, and other construction-related activities. Two types of short-term noise impacts could occur during these construction-related activities. First, the transport of workers and the movement of materials to and from the construction site could incrementally increase noise levels along local access roads. The second source of noise would result from the physical activities (e.g., grading, etc.) associated with any construction-related activities. Construction is performed in various distinct steps, each with its own mix of equipment, workers, and activities. Consequently, each step has its own noise characteristics.

For example, the highest construction noise levels could be generated during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA at a distance of 50 feet. Typical hourly average construction-generated noise levels are about 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods. These noise levels drop off at a rate of about six dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would result in lower noise levels. During active construction periods, hourly average noise levels could exceed 60 dBA Leq at distances of 500 to 900 feet.

Implementation of the Project would result in additional City-wide residential and non-residential land use developments that have the potential to result in all of these types of construction-related noises at varying times and intensities throughout the planning period. Consequently, construction-related noise associated with the Project could exceed the "normally acceptable" range for a given land use and result in a significant impact. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential construction-related noise impacts to a less-than-significant level.

Safety and Hazard Chapter
Policies intended to provide a quiet environment for the residents of Oxnard by addressing the effects of construction-related noise include:
SH-7.3 Buffering of Sensitive Receptors SH-7.1 Construction Noise Control SH-7.2 Limiting Construction Activities SH-7.9 Minimize Noise Exposure to Sensitive Receptors

With implementation of the above mentioned polices, this impact is considered ***less-than-significant.***

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 6.4-2: The Project could expose a variety of noise-sensitive land uses to traffic noise.

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***No Additional Mitigation is Currently Available***
Resultant Level of Significance: ***Significant and Unavoidable***

Impact Analysis

Potential traffic noise impacts on existing land uses are the result of additional on-road mobile sources (vehicles) traveling along local roadways. Traffic noise modeling was performed for the City roadway system using the traffic volumes projected by the City's traffic model. The calculations indicate that traffic volume increases under the Project would not significantly alter the noise environment along a majority of the City's roadway segments. However, as shown in Table 6-1, several roadway segments in the Planning Area would experience a significant increase in traffic noise. However, the actual level of impact would depend on the presence and location of any existing or proposed land uses or barriers in relation to the noise source. A complete inventory of all traffic noise modeling results (including those roadways not experiencing a significant increase in noise levels) is provided in Appendix F of this Draft PEIR.

TABLE 6-1
CITY ROADWAY SEGMENTS EXPERIENCING A SIGNIFICANT INCREASE IN TRAFFIC NOISE

		Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq [1]			
Roadway Segment[1]		**2005**	**2030**	**Difference**	**Significant (Yes or No)[2]**
Del Norte	n/o US-101	66	70	4	Yes
Del Norte	s/o US-101	68	72	4	Yes
SR-1 (Oxnard)	s/o Vineyard (SR-23)	71	74	3	Yes
Ventura	n/o Gonzales	68	71	3	Yes
Wooley	e/o Pacific	67	70	3	Yes
Wooley	e/o Rose	67	71	4	Yes
Wooley	e/o Ventura	65	71	6	Yes
Wooley	w/o Victoria	62	71	9	Yes

1 Noise levels were determined using FHWA Traffic NoisePrediction Model (FHWA RD-77-108) (Barry, T.M. and Regan, J.A., 1978).

2 Considered significant if the incremental noise level increased by at least 3 dBA.

While an increase of 3 to 5 dBA is considered potentially significant, it is only significant if it affects sensitive land uses. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential traffic or operations-related noise impacts to a less-than-significant level. Examples of mitigation that may be proposed include various types of shielding (e.g., berms, vegetation, etc.) or sound walls. However, it should be noted, the ability to mitigate this potential impact is contingent on a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

Policies included as part of the Project that would minimize this impact are summarized below. Policies have been developed to provide guidance on the analysis and mitigation of future project-related noise issues (see policies SH-7.1 through SH-7.10 and SH-8.11). Additional policies have been designed to promote compatible development that minimizes a variety of nuisance related impacts (i.e., visual, noise, etc.). However, even with implementation of the below mentioned policies and implementation measures, this impact is considered ***potentially significant.***

Safety and Hazard Chapter	
Policies and implementation measures intended to provide a quiet environment for the residents of Oxnard include:	
SH-7.1 Construction Noise Control SH-7.2 Limiting Construction Activities SH-7.3 Buffering of Sensitive Receptors SH-7.4 New Development Noise Compatibility SH-7.5 Noise Contour Maps SH-7.6 Locating Education Institutions to Avoid Noise Disruption SH-7.7 Peak Noise Evaluation SH-7.8 Noise Contour Maps SH-7.9 Minimize Noise Exposure to Sensitive Receptors	SH-7.10 Development Near Oxnard Airport SH-7.11 Point Mugu NAS Noise Awareness SH-7.12 Exceptions to Noise Standards SH-7.13 Development Near Railroads SH-7.14 Noise Analysis DisruptionImplementation Measure #96 Implementation Measure #98
Community Development Chapter	
Policies and implementation measures intended to facilitate the incorporation of noise considerations into land use planning decisions include:	
CD-4.1 Mitigate Land Use Conflicts CD-5.1 Industrial Clustering CD-5.2 Compatible Land Use CD-5.4 Environmentally Friendly Industry CD-8.5 Negative Impact Mitigation	

Required Additional Policies or Mitigation Measures

The City will implement a variety of policies designed to address noise issues. The City will also continue to discourage incompatible land use siting. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential noise impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. Given the uncertainty as to whether future noise impacts could be adequately mitigated (i.e., establishment

of setbacks near roadways or at-grade railroad crossings, etc.) for all the individual projects that will be implemented as part of the Project, this impact remains ***significant***. No additional policies or feasible mitigation is currently available.

Significance after Implementation of Mitigation for Impact 6.4-2

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level. Consequently, this impact is considered ***significant and unavoidable***.

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

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***No Additional Mitigation is Currently Available***
Resultant Level of Significance: ***Significant and Unavoidable***

Impact Analysis

Railroad noise primarily occurs from existing operations along the Union Pacific Railroad (UPRR) line, which enters the City at its eastern boundary, runs west along East Fifth Street to the Transportation Center where it turns north and runs along Oxnard Road and eventually crosses the northern City boundary at the Ventura Freeway. Noise data collected during preparation of the General Plan Background Report found the CNEL to be 65 dBA at 30 feet from the railroad. Buildout of the Project could locate residential land uses in the vicinity of the UPRR corridor, which could result in the exposure of sensitive receptors to noise levels that exceed City standards. The actual level of impact would depend on the presence and location of any existing or proposed sensitive land uses in relation to the noise source. While an increase of 3 to 5 dBA is considered potentially significant, it is only significant if it affects sensitive land uses. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential operations-related noise impacts to a less than significant level. Examples of mitigation that may be proposed include various types of shielding (e.g., berms, vegetation, etc.), sound walls, or noise-reducing building treatments. The City may also consider the establishment of "Quiet Zones" or setback areas adjacent to railroad crossings in an effort to minimize noise impacts (e.g., train whistles, etc.) to a variety of sensitive land uses. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

Similar to Impact 6.4-2 (see above), policies included as part of the Project that would minimize this impact are summarized below. Policies have been developed to provide guidance on the analysis and mitigation of future project-related noise issues (see policies SH-7.1 through SH-7.10 and SH-8.11). Additional policies have been designed to promote compatible development that minimizes a variety of nuisance related impacts including railroad noise (see Policy SH-8.10 "Development near Railroads"). However, even with implementation of the below mentioned policies and implementation measures, this impact is considered ***potentially significant.***

Safety and Hazard Chapter	
Policies and implementation measures intended to provide a quiet environment for the residents of Oxnard include:	
SH-7.1 Construction Noise Control SH-7.2 Limiting Construction Activities SH-7.3 Buffering of Sensitive Receptors SH-7.4 New Development Noise Compatibility SH-7.5 Noise Contour Maps SH-7.6 Locating Education Institutions to Avoid Noise Disruption SH-7.7 Peak Noise Evaluation SH-7.8 Noise Contour Maps SH-7.9 Minimize Noise Exposure to Sensitive Receptors	SH-7.10 Development Near Oxnard Airport SH-7.11 Point Mugu NAS Noise Awareness SH-7.12 Exceptions to Noise Standards SH-7.13 Development Near Railroads SH-7.14 Noise Analysis DisruptionImplementation Measure #96 Implementation Measure #98
Community Development Chapter	
Policies and implementation measures intended to facilitate the incorporation of noise considerations into land use planning decisions include:	
CD-4.1 Mitigate Land Use Conflicts CD-5.1 Industrial Clustering CD-5.2 Compatible Land Use CD-5.4 Environmentally Friendly Industry CD-8.5 Negative Impact Mitigation	

Required Additional Policies or Mitigation Measures

The City will implement a variety of policies designed to address noise issues. The City will also continue to discourage incompatible land use siting. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential noise impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. Given the uncertainty as to whether future noise impacts could be adequately mitigated (i.e., establishment of setbacks near roadways or at-grade railroad crossings, etc.) for all the individual projects that will be implemented as part of the Project, this impact remains ***significant***. No additional policies or feasible mitigation is currently available.

Significance after Implementation of Mitigation for Impact 6.4-3

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less than significant level. Consequently, this impact is considered ***significant and unavoidable***.

Impact 6.4-4: The Project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in noise effects.

Impact Summary

Level of Significance: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

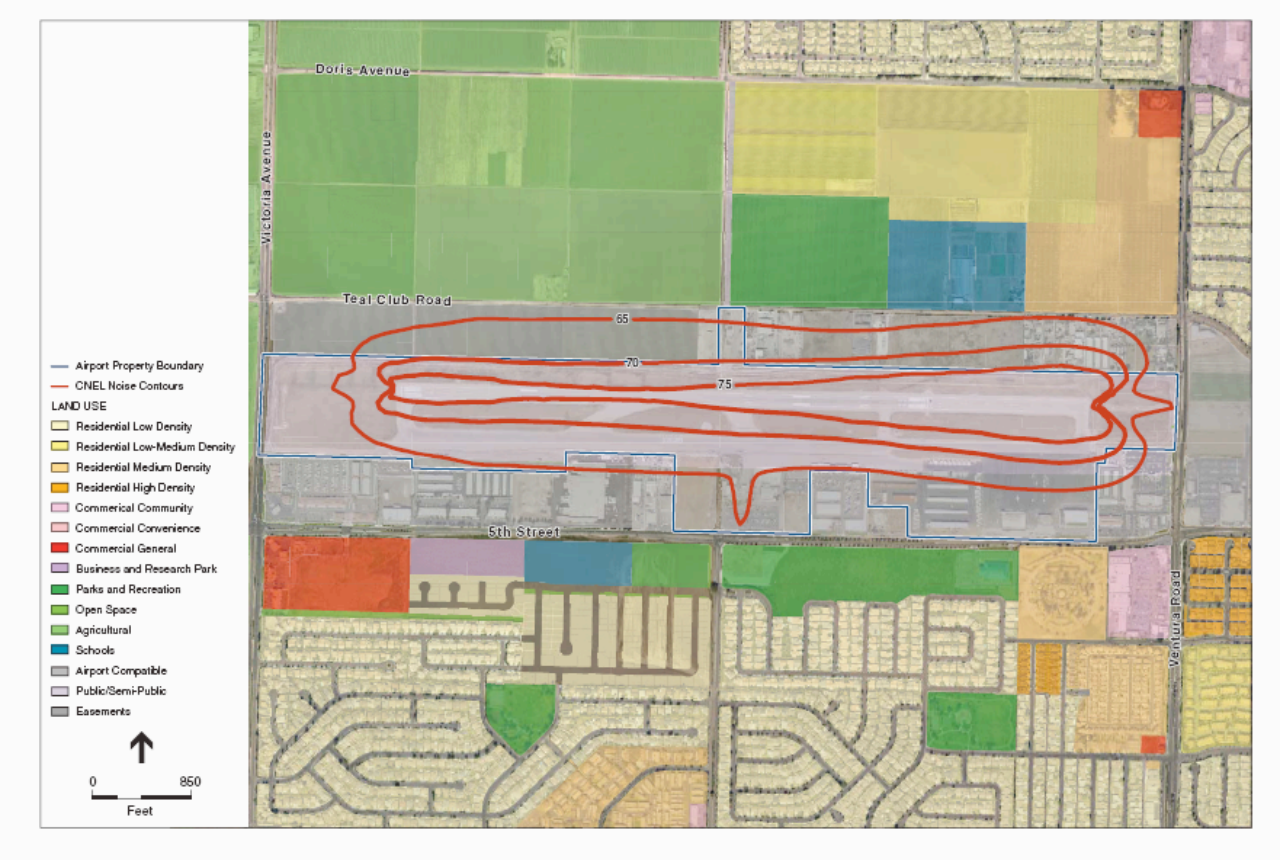
Impact Analysis

The Airport Land Use Commission (ALUC) was established to ensure that there are no direct conflicts with land uses, noise, or other issues that would impact the functionality and safety of airport operations. One of the key functions of the ALUC is to require that cities' and counties' general plans and zoning ordinances are consistent with Airport Environs Land Use Plans (AELUPs), which contain noise contours, restrictions for types of construction and building heights in navigable air space, as well as requirements impacting the establishment or construction of sensitive uses within close proximity to airports.

Implementation of the Project would result in additional City-wide residential and non-residential land use developments. However, as depicted in Figure 6-2, based on the most recent Oxnard Airport noise level contours and in consideration of the potential siting in the vicinity of the airport, two new land uses are proposed within the 60 CNEL contour: Schools and Medium Density Residential land uses (northeast of the airport along Teal Club Road). These proposed land uses are conditionally compatible in the 60 CNEL provided that an "analysis of noise reduction requirements and necessary noise insulation is included in the design" of these facilities (Coffman, 2000). The Camarillo Airport is also located within Ventura County. According to Ventura County, the Camarillo Airport does not have any flight paths over the City of Oxnard. Additionally, there are no proposed developments in the nearby vicinity of the Point Mugu Naval Air Station and thus the air station would not result in substantial noise impacts.

Overall, the intent of the Project is to ensure that existing and future land uses function without imposing a nuisance, hazard, or unhealthy condition upon adjacent uses. Policies and implementation measures included as part of the Safety and Hazard and Military Compatibility Chapters that would minimize conflicts with local airports (see policies SH-7.10 "Development Near Oxnard Airport") and the naval air station (see Policy SH-7.11 "Point Mugu NAS Noise Awareness") are summarized below. The Project includes a variety of implementation measures including Implementation Measure #104, which calls for the development of a military suitability map for future development to ensure military flight operations do not affect noise sensitive development. The Project will not result in development within incompatible airport noise contours and the impacts are considered ***less than significant.***

Figure 6-2



Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

The Project does not envision any new significant stationary noise sources in the Planning Area. Existing noise sources in the Planning Area are part of the baseline condition and include a variety of industrial areas (Hueneme Road Industrial Area and the Central Industrial Area). They are not assessed with respect to policies and measures designed to regulate noise from new stationary sources. However, from time to time, there will be applications for various types of development, such as retail uses with loading docks, or commercial or light / industrial activities, that have noise sources associated with them. Noise sources could include the continual presence of heavy trucks used for the distribution of goods and supplies; or from the use of equipment

actually used in the manufacturing process or on the site to transport goods (primarily forklifts). The City will also continue to discourage incompatible land use siting. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential noise impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. With implementation of the below mentioned policies, this impact is considered ***less than significant.***

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

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

Impact Summary

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***No Additional Mitigation is Currently Available***
Resultant Level of Significance: ***Significant and Unavoidable***

Impact Analysis

Similar to Impacts 6.4-1 through 6.4-5, buildout of the Project could potentially expose more people to the impacts of excessive groundborne vibration. Increased exposure to sources of groundborne vibration could occur through increased residential or employment densities on lands within proximity to noise generating activities (i.e., industrial, airport, railroad, etc.). Specifically, vibration created through construction and industrial activities or through the operation of motor vehicles and railways could result in potentially significant impacts on local residents.

Policies included as part of the Project that would minimize this impact are the same as those identified for Impacts 6.4-1 through 6.4-5. However, even with implementation of the below mentioned policies, this impact is considered ***potentially significant.***

Required Additional Policies or Mitigation Measures

The City will implement a variety of policies designed to address noise and vibration issues. The City will also continue to discourage the siting of industrial uses near sensitive land uses. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential vibration impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the vibration impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. Given the uncertainty as to whether future vibration impacts could be adequately mitigated for all the individual projects that will be implemented as part of the Project, this impact remains ***significant.*** No additional policies or feasible mitigation is currently available.

Significance after Implementation of Mitigation for Impact 6.4-6

As stated above, no additional feasible mitigation measures are currently available to reduce this impact to a less-than-significant level. Consequently, this impact is considered ***significant and unavoidable***.

6.5 Hazardous Materials and Uses

Environmental and Regulatory Setting

A variety of hazardous materials and wastes are generated by residents and businesses within the Planning Area. Generally, sites designated as contaminated or impaired are found adjacent to or within existing industrial areas where hazardous materials transportation, use, storage, and disposal are greatest. Additional information regarding the Planning Area's hazardous materials conditions and relevant regulations is provided in Chapter 6.0 of the General Plan Background Report, included as Appendix B of this PEIR.

Applicable NOP Comments Considered

As a result of comments (see Table 1-2 of Chapter 1 "Introduction") received during the NOP public scoping phase of the Project, specific hazardous materials issues have been considered as part of the impact analysis. A comment letter from the Saviers Road Design Team identified the need to address liquid natural gas pipeline hazards. This comment specifically applies to adding updated information to the portion of the Background Report that discusses the locations of liquid natural gas pipelines throughout the Planning Area.

Impact Methodology

The assessment of hazardous materials impacts consists of a qualitative review of the existing conditions applicable to the Planning Area and a determination of whether the Project includes adequate provisions to address the potential impacts associated with local hazardous conditions.

Several airports are either found within or adjacent to the Planning Area for the Project. These airports include Oxnard Airport, Camarillo Airport, and the Point Mugu Naval Air Station. Airport hazards are addressed along with the Project's land use compatibility with the adopted Ventura County Airport Compatibility Land Use Plan (ACLUP) under Impact 3.2-2 in Chapter 3, "Community Development".

Standards of Significance

The Project will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G, "Environmental Checklist Form", of the CEQA Guidelines and the City of Oxnard *Thresholds Guidelines*. The project (or the project alternatives) would result in a significant impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school;
- 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 environment; or
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impacts and Mitigation Measures

Impact 6.5-1: The Project could include uses that create a significant hazard to the public or environment from the transportation, use, or disposal of hazardous materials.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

As described in the Background Report, hazardous materials are regularly used, transported, and disposed of in the City of Oxnard. The Background Report also describes how the City implements a variety of local, State and federal regulations designed to address the use, transportation, and disposal of these materials. Although, such activities are relatively well regulated and monitored, accidental release due to accidents, misuse or natural disasters (e.g., earthquakes) could occur. Additional residential, commercial, industrial development consistent with the Project would increase the amount of hazardous materials transported, used or disposed of in the City. Although a number of businesses in the Planning Area routinely, store, handle and transport hazardous substances, the use of these hazardous materials is controlled and permitted by the City's fire department which conducts Uniform Fire Code inspections of these facilities, regulates these facilities, and otherwise ensures that risks associated with the use of hazardous materials in the community are minimized.

The Project includes several policies and implementation measures that have been developed to ensure a safe environment for its residents, visitors, and businesses. For example the Safety and Hazards and Infrastructure and Community Services Chapters contain a number of policies that are intended to prevent hazardous materials accidents or unnecessary exposure to hazardous materials. Some policies require the City to designate truck routes for hazardous materials transportation (see Policy SH-8.3), require the proper disposal or recycling of hazardous materials (see Policy ISC-16.3), and require the proper use or handling of hazardous materials consistent with all applicable regulations (see Policy SH-8.2). Other policies address a variety of land use considerations related to hazardous materials issues including prohibiting development of incompatible land uses near each other (see policies SH-9.5 and SH-9.10). Additionally, Policy SH-9.7 encourages the City to attract industries that are clean and non-polluting. Policy SH-8.8 states that City-owned facilities will work toward preventing oil spills at City-owned facilities. Policy ICS-16.1 also requires immediate reporting of leaking underground tanks to the County. The Community Development Chapter also provides a number of land use based policies that address siting of incompatible land uses and clustering similar industrial land uses to minimize hazards (see policies CD-5.1, CD-5.2, and CD-5.5). Additionally, Policy CD-5.4 encourages the

City to attract environmentally friendly industry that uses or generates few hazardous materials. With implementation of the below mentioned policies, this impact is considered ***less than significant.***

Safety and Hazard Chapter	Infrastructure and Community Services Chapter
Policies designed to minimize the risk of City residents and property associated with the transport, distribution, use, and storage of hazardous materials include the following:	
SH-8.1 Hazardous Waste Minimization Audit Requirements SH-8.3 Handling of Hazardous Materials SH-8.4 Designated Hazardous Materials Routes SH-8.5 Implementing the Ventura County Hazardous Waste Management Plan SH-8.7 Increase Public Awareness SH-8.8 Accidental Oil Spillage SH-8.10 Establishment of Hazardous Waste Facility SH-8.11 Hazardous CUPA Materials Inventory SH-8.12 Hazardous Materials Studies	ICS-16.1 Underground Storage Program ICS-16.2 Hazardous Waste Audits ICS-16.3 Recycling of Hazardous Materials
Community Development Chapter	
Policies and implementation measures intended to facilitate the incorporation of hazardous materials considerations into land use planning decisions include:	
CD-5.1 Industrial Clustering CD-5.2 Compatible Land Use CD-5.4 Environmentally Friendly Industry CD-5.5 “Green” Major Transportation Routes	

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 6.5-2: The Project could include uses that emit hazardous emissions or handle hazardous materials, substances, or waste near school sites.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Schools are one of several sensitive receptors that must be taken into consideration when the City is approving new land uses or transportation routes that may accommodate the production, storage, use, or transportation of hazardous materials and/or waste. In particular, when approving industrial land uses, the proximity to existing or planned schools should be considered. In addition, buildout of the Preferred Project would result in increased population levels throughout

the Planning Area and would increase the number of school-age children. A potential increase in levels of residential development throughout the Planning Area would generate an increase in the number of students (dependent upon future household sizes and make-ups), and would necessitate the need to construct additional school facilities. New school sites should be evaluated for their proximity and potential exposure to hazardous materials as they are proposed for development. Potential school sites should be selected to minimize their exposure to a variety of hazardous conditions. In addition to general CEQA requirements, school acquisition/development projects to be funded under the State School Facilities Program must also satisfy several specific requirements established under the California Education Code and California Code of Regulations. These regulations require that potential school hazards relating to soils, seismicity, hazards and hazardous materials, and flooding be addressed during the school site selection process. Compliance with these requirements will address significant impacts associated with the siting of new public schools within the Planning Area.

Similar to Impact 6.5-1, policies included as part of the Project that would minimize this impact are summarized below by general plan chapter, with a complete description of these policies and implementation measures provided in the Project. The Community Development Chapter provides a number of land use based policies that address the placement of incompatible land uses and clustering similar industrial land uses to minimize hazards (see policies CD-5.1, CD-5.2, and CD-5.5). Additionally, Policy CD-5.4 encourages the City to attract environmentally friendly industry that uses or generates few hazardous materials. With implementation of the below mentioned policies, this impact is considered ***less than significant.***

Safety and Hazard Chapter	**Infrastructure and Community Services Chapter**
Policies designed to minimize the risk of City residents and property associated with the transport, distribution, use, and storage of hazardous materials include the following:	
SH-8.1 Hazardous Waste Minimization Audit Requirements SH-8.2 Handling of Hazardous Materials SH-8.3 Designated Hazardous Materials Routes SH-8.5 Implementing the Ventura County Hazardous Waste Management Plan SH-8.7Increase Public Awareness SH-8.8 Accidental Oil Spillage SH-8.10 Establishment of Hazardous Waste Facility SH-8.11 Hazardous CUPA Materials Inventory SH-8.12 Hazardous Materials Studies	ICS-16.1 Underground Storage Program ICS-16.2 Hazardous Waste Audits ICS-16.3 Recycling of Hazardous Materials
Community Development Chapter	
Policies and implementation measures intended to facilitate the incorporation of hazardous materials considerations into land use planning decisions include:	
CD-5.1 Industrial Clustering CD-5.2 Compatible Land Use CD-5.4 Environmentally Friendly Industry CD-5.5 “Green” Major Transportation Routes	

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 6.5-3: The Project could locate development on a hazardous waste site.

Impact Summary

Level of Significance Before Mitigation: ***Less than Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Inventories of contaminated sites and locations storing hazardous materials within the Planning Area are available through the City of Oxnard Fire Department, Regional Water Resources Control Board, and Department of Toxic Substances Control (DTSC). The Planning Area contains numerous hazardous sites, which are identified in the Background Report (see Appendix B). These sites consist of LUST sites, ASTs, and solid waste collection sites. The Envirostor database managed by the DTSC has also identified additional hazardous materials sites (see Table 6-2) within the Planning Area. Most of these sites are undergoing cleanup while the others are being assessed for cleanup. Other possible hazardous materials sites could include dry cleaners, gas stations, and railroad rights-of-way not already included on any of the aforementioned databases.

TABLE 6-2 HAZARDOUS MATERIALS SITES IN THE PLANNING AREA

Facility Name	Facility Type	Status	Location
Halaco Engineering Company	Federal Superfund	Active	6200 Perkins Road
North Shore at Mandalay Bay	Voluntary Cleanup	Active	Harbor Blvd and West 5th Street
Pacific Pest Control	State Response	Certified	3919 Vineyard Avenue
Reichhold Chemical Inc.	Voluntary Cleanup	Active	5980 Arcturus Avenue
Riverpark Legacy Intermediate School	School Cleanup	Active	Simon Way/Vineyard Avenue
Vehicle Preparation Center	State Response	Backlog	5601 Edison Drive

SOURCE: Department of Toxic Substance Control. 2008. Envirostor Database.

Similar to Impacts 6.5-1 and 6.5-2, the Project includes several policies and implementation measures that have been developed to ensure a safe environment for its residents, visitors, and businesses. For example the Safety and Hazards, Community Development, and Infrastructure and Community Services Chapters contain a number of policies that are intended to minimize the potential for harm associated with hazardous materials sites. Several policies require taking an inventory and identifying hazardous sites, uses of hazardous materials, and generation of hazardous wastes (see policies SH-9.11, SH-9.12, ICS-16.1, ICS-16.2, and ICS-16.3). Several policies require continued compliance with federal, State, and local regulations regarding the use, handling, and storage of hazardous materials (see policies SH-8.1, SH-8.2, SH-8.3, SH-8.7, and

Implementation Measure #13). These Chapters also include a number of policies that are intended to prevent accidents and exposure to hazardous wastes, for example by participating in the Ventura County Hazardous Waste Management Plan and prohibiting the siting of incompatible uses adjacent to each other (see policies SH-8.5, SH-8.6, SH-8.7, CD-5.1, CD-5.2, CD-5.4, and CD-5.5). With implementation of the below mentioned policies and implementation measures, this impact is considered ***less than significant.***

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No additional policies or mitigation measures are required.

Impact 6.5-4: The Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Level of Significance Before Mitigation: ***Potentially Significant***
Required Additional Policies or Mitigation Measures: ***None Required***
Resultant Level of Significance: ***Less than Significant***

Impact Analysis

Buildout of the Project will result in an increase in traffic that could interfere with response times at intersections with less than LOS C service. These intersections will be part of the Intelligent Transportation System (ITS) and their signals controlled by the City Traffic Engineer who will have the ability to set signals for emergency vehicle routing. The Safety and Hazard and Infrastructure and Community Services Chapters provide a number of policies that require provision of adequate emergency access and routes (see policies SH-6.5, SH-6.6, and ICS-20.11). There are also policies that require emergency coordination between agencies and emergency response providers and updating and implementing the City's Emergency Response Plan (see policies SH-6.1 and SH-6.5). There are also policies that are intended to improve traffic circulation and mitigate impacts to the City's roadways (see policies ICS-2.1, ICS-3.4, and ICS-3.3). With implementation of the below mentioned policies, this impact is considered ***less than significant.***

Safety and Hazard Chapter	Infrastructure and Community Services Chapter
Policies designed to minimize public safety impacts to people and property by maintaining adequate levels of emergency preparedness in the Planning Area include the following:	
SH-5.1 Coordination of Disaster Services SH-5.2 Continued Evaluation of Emergency Response Plans SH-5.3 Volunteer Citizen Groups SH-5.5 Update Emergency Operation Plan SH-6.6 Access and Evacuation Corridors	ICS-2.1 Coordinate with Regional Transportation Planning ICS-3.4 Roadway Design ICS-3.3 New Development Level of Service C ICS-20.11 Adequate Emergency Access and Routes

Required Additional Policies or Mitigation Measures

This impact is considered ***less than significant***. No mitigation measures are required.

6.6 Transportation Hazards

Environmental and Regulatory Setting

In preparing the Project, a common chapter numbering system was used in preparing key general plan documents to allow readers the ability to easily find related information throughout the various documents. In the Background Report, Chapter 6 contains the "Transportation Hazards" section, which describes existing transportation hazard conditions. However, potential impacts associated with transportation hazards (including railroad hazards) are addressed with other closely-related transportation topics in Chapter 4 "Infrastructure and Community Services".

CHAPTER 7
Project Alternatives

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Project Alternatives

Overview

CEQA requires the consideration of alternative development scenarios and the analysis of impacts associated with the alternatives. Through comparison of these alternatives to the project, the advantages of each can be weighed and analyzed. Section 15126.6 of the CEQA Guidelines requires that an EIR, "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The emphasis is added to stress that the alternatives analysis should look for ways to further mitigate the effects of the project.

Additionally, the CEQA Guidelines state:

- The specific alternative of "no project" shall also be evaluated along with its impact. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. [Section15126.6(e)(1)(2)]

- An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly discuss the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii), infeasibility, or (iii) inability to avoid significant environmental impacts. (Section 15126.6[a][c])

In addition to focusing on alternatives capable of either eliminating any significant environmental effects of the Project or reducing them to a less than significant level, the following chapter examines variations of the Project that were considered during preparation of the updated

General Plan and that may be considered further during the public hearing process. The following project alternatives are examined:

- Alternative 1: No Project (Buildout of 2020 General Plan).
- Alternative 2: Infill with No Development Outside CURB.
- Alternative 3: Infill with Additional Development Outside CURB.

The alternatives analyzed in this PEIR are general in nature, as is the Project. The degree of specificity used in the alternatives analysis is related to the programmatic approach used in the analysis of the Project. Development across the entire Planning Area is addressed in this analysis, rather than specific development projects.

For reference purposes in consideration of project alternatives, the key project objectives are to:

- Minimize the loss of agricultural land.
- Population projections within a range of 238,000 to 286,000 people.
- Provide a broader range of workforce and affordable housing opportunities.
- Consider updated traffic level of service information and mobility implications of land use decisions.
- Provide options for better usage of land – such as infill or mixed use development.
- Protect 2020 land uses from incompatible development.
- Address recent environmental issues such as green house gas emissions, long-term water supply/conservation, and alternative energy sources.
- Satisfy State-mandated targets for creating opportunities for affordable housing.
- Anticipate possible effects of regional planning required under recently enacted AB375.

Factors Considered In Selection of Alternatives

Significant Environmental Impacts

The significant environmental impacts that the City, in identifying alternatives, seeks to eliminate or reduce are:

- Intersection Level of Service impacts resulting from increases in vehicular traffic.
- Air quality impacts resulting from increased development and vehicular traffic.

- Noise and ground vibration effects on sensitive receptor locations.
- Loss of agricultural land.

Alternatives Selection Process

The Project and the alternatives described in this PEIR were developed through a process that involved input from City staff, consultant findings, and the public (from workshop participation and the Visioning Process conducted in 2002). A charrette with City staff and the project team was also held on March 28th 2006. Findings from this charrette were then used to develop various land use scenarios which formed the basis for the land use alternatives analyzed in this PEIR. Additional details regarding the Visioning Process and background information on the City's Planning Area are provided in Appendix B.

The Planning Area includes a variety of unique situations that were considered and helped shape the land use alternatives for the Project. For example, growth management policies (including Guidelines for Orderly Development, SOAR, Greenbelt Agreements, etc.) have been adopted by Ventura County and the various incorporated cities to help preserve agricultural soils and focus development within 2020 incorporated areas. Other factors that helped focus the extent of development anticipated by the Project, included:

- 2020 Configuration of Transportation Infrastructure
- Availability of Vacant Land
- Protection of Established Neighborhoods
- Airport Compatibility
- Military Operations Compatibility
- Protection of Environmentally Sensitive Areas
- Providing Adequate Affordable Housing Development Opportunities

Consideration of these factors resulted in development for two areas outside the 2020 CURB, presumably subject to voter approval. The Alternatives Report includes additional detail regarding these factors considered in the development of the land use scenarios.

Alternatives Eliminated From Further Consideration

Alternative Project Location

None of the above alternatives includes consideration of an alternate location. The CEQA Guidelines recommend considering an alternative location to reduce potential impacts of a project. However, the goals and policies of the Project are specific to the geographic context of the City's Planning Area. Build-out consistent with the goals and policies of the Project at another

location does not make sense for a general plan that applies to all properties within the City's jurisdiction and within its Planning Area. Thus, this PEIR does not evaluate an Alternate Location alternative.

Alternatives Selected for Further Consideration

The following section provides a general description of the three alternatives considered in this analysis, which include the following:

- Alternative 1: No Project (Buildout of 2020 General Plan).
- Alternative 2: Infill with No Development Outside CURB.
- Alternative 3: Infill with Additional Development Outside CURB.

These three alternatives were developed and have been determined to represent a reasonable range of alternatives which (with the exception of "No Project") have the potential to feasibly attain most of the basic project objectives. This section begins with a matrix (Table 7-1) comparing the significance of the identified impacts for each alternative to the impacts identified for the Project. The section then provides a description of each alternative. Following the description of each alternative, a description of the environmental impacts associated with each alternative is also provided below. As indicated in Section 15126.6(d) of the CEQA Guidelines, the significant effects of each alternative are identified in less detail than those of the Project.

TABLE 7-1
SUMMARY OF ALTERNATIVES AND PROJECT IMPACTS

Impact	Project	Alternative 1 (No Project)	Alternative 2	Alternative 3
Community Development				
Impact 3.2-1: The Project could conflict with other applicable adopted land use plans.	LS	LS	LS	LS
Impact 3.2-2: The Project could conflict with an applicable airport land use compatibility plan.	LS	LS	SU	SU
Impact 3.2-3: The Project would not physically divide an established community.	LS	LS	LS	LS
Infrastructure and Community Services				
Impact 4.2-1: The Project would result in six intersections operation below LOS C	**SU**	**SU**	**SU**	**SU +**
Impact 4.2-2: The Project could result in increase public transit usage.	LS	LS	LS	LS
Impact 4.2-3: The Project could result in increased bicycle and pedestrian activity.	LS	LS	LS	LS
Impact 4.2-4: The Project could result in changes in accessibility to Oxnard-area railroad terminals and cargo transfer points.	LS	LS	LS	LS
Impact 4.2-5: The Project could result in changes in accessibility to the Port of Hueneme.	LS	LS	LS	LS
Impact 4.2-6: The Project could result in inadequate parking capacity.	LS	LS	LS	LS

TABLE 7-1
SUMMARY OF ALTERNATIVES AND PROJECT IMPACTS

Impact	Project	Alternative 1 (No Project)	Alternative 2	Alternative 3
Impact 4.2.7: The Project could conflict with adopted policies, plans, or programs supporting alternative transportation.	LS	LS	LS	LS
Utilities				
Impact 4.3-1: . The Project could require new or expanded water supplies facilities or affect the adequacy of a water supply beyond that anticipated by the current Urban Water Management Plan, the GREAT Program, and related public works plans and programs.	LS	LS	LS	LS
Impact 4.3-2: The Project could result in impacts to groundwater supply, recharge, and secondary impacts to groundwater resources.	LS	LS	LS	LS
Impact 4.3-3: The Project could result in wastewater treatment demand in excess of planned capacity that cannot be met by new or expanded facilities.	LS	LS	LS	LS
Impact 4.3-4: The Project could violate water quality standards or waste discharge requirements, or otherwise degrade water quality.	LS	LS	LS	LS
Impact 4.3-5: The Project could result in water quality issues resulting from increased soil erosion and downstream sedimentation related to construction activities.	LS	LS	LS	LS
Impact 4.3-6: The Project could affect drainage patterns through increased on-site and downstream erosion and sedimentation.	LS	LS	LS	LS
Impact 4.3-7: The Project could result in the need for increased stormwater drainage system capacities.	LS	LS	LS	LS
Impact 4.3-8: The Project could increase solid waste disposal demand beyond existing or planned capacity or impede the ability to expand capacity.	LS	LS	LS	LS
Public Facilities and Services				
Impact 4.4-1: The Project would increase the need or use of law enforcement service.	LS	LS	LS	LS
Impact 4.4-2: The Project would increase the need or use of fire protection service.	LS	LS	LS	LS
Impact 4.4-3: The Project would increase the need or use of school services or facilities.	LS	LS	LS	LS
Impact 4.4-4: The Project would increase the need or use of libraries and other community facilities.	LS	LS	LS	LS
Parks and Recreation				
Impact 4.5-1: The Project would increase the need or use of park and recreation facilities.	LS	LS	LS	LS
Biological Resources				
Impact 5.2-1: The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of special status species.	LS	LS	LS	LS
Impact 5.2-2: The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of common plant and wildlife species.	LS	LS	LS	LS
Impact 5.2-3: The Project could have a substantial adverse effect on sensitive natural communities including riparian habitats.	LS	LS	LS	LS
Impact 5.2-4: The Project could have a substantial adverse effect on federally protected wetlands and other waters.	LS	LS	LS	LS

TABLE 7-1
SUMMARY OF ALTERNATIVES AND PROJECT IMPACTS

Impact	Project	Alternative 1 (No Project)	Alternative 2	Alternative 3
Impact 5.2-5: The Project could have a substantial adverse effect on wildlife habitat, nursery sites, or movement opportunities.	LS	LS	LS	LS
Impact 5.2-6: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	LS	LS	LS	LS
Aesthetics				
Impact 5.3-1: The Project could degrade the 2020 visual character or quality of scenic resources or vistas.	LS	LS	LS	SU +
Impact 5.3-2: The Project could degrade the quality of scenic corridors or views from scenic roadways.	LS	LS	LS	LS
Impact 5.3.3: The Project would create a new source of light or glare which would adversely affect day or nighttime views in the area.	LS	LS	LS	LS
Cultural Resources				
Impact 5.4-1: The Project could cause a substantial adverse change to a historic resource.	LS	LS	LS	LS
Impact 5.4-2: The Project could cause a substantial adverse change to archeological, paleontological, and/or human remains.	LS	LS	LS	LS
Agricultural and Soil Resources				
Impact 5.5-1: The Project would result in the substantial conversion of important farmland to non-agricultural uses.	**SU**	**SU -**	**SU -**	**SU +**
Impact 5.5-2: The Project would not conflict with 2020 zoning for agricultural use, or conflict with 2020 Williamson Act contracts.	LS	LS	LS	LS
Impact 5.5-3: The Project could involve other land use conflicts between agricultural and urban uses.	LS	LS	LS	LS
Impact 5.5-4: The Project could result in substantial soil erosion or the loss of topsoil.	LS	LS	LS	LS
Impact 5.5-5: The Project could result in substantial coastal wave or beach erosion.	LS	LS	LS	LS
Mineral Resources				
Impact 5.6-1: The Project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site.	LS	LS	LS	LS
Air Quality and Climate Change				
Impact 5.7-1: The Project could expose a variety of sensitive land uses to construction-related air quality emissions.	LS	LS	LS	LS
Impact 5.7-2: The Project would result in a cumulative increase of criteria pollutants in a non-attainment basin.	**SU**	**SU -**	**SU +**	**SU +**
Impact 5.7-3: The Project would not conflict with or obstruct implementation of the applicable air quality plan.	LS	LS	LS	LS
Impact 5.7-4: The Project would expose sensitive receptors to substantial pollutant concentrations.	LS	LS	LS	LS
Impact 5.7-5: The Project would not create objectionable odors affecting a substantial number of people.	LS	LS	LS	LS
Impact 5.7-6: The Project would potentially conflict with implementation of state goals for reducing greenhouse gas emissions.	No determination is possible at this time for lack of threshold of Significance			
Energy and Resource Conservation				
Impact 5.8-1: The Project would increase energy demand and require additional energy resources.	LS	LS	LS	LS

TABLE 7-1
SUMMARY OF ALTERNATIVES AND PROJECT IMPACTS

Impact	Project	Alternative 1 (No Project)	Alternative 2	Alternative 3
Geology, Soils, and Mineral Resources				
Impact 6.2-1: The Project could expose people or structures to damage from potential rupture of a known earthquake fault, strong groundshaking, seismic-related ground failure, or landslides.	LS	LS	LS	LS
Impact 6.2-2: The Project could result in potential structural damage from development on a potentially unstable geologic unit or soil.	LS	LS	LS	LS
Impact 6.2-3: The Project could increase the potential for structural damage from development on expansive soil.	LS	LS	LS	LS
Natural Hazards				
Impact 6.3-1: The Project could expose people or structures to flood hazards from development within a 100-year Flood Hazard Area or from increased rates or amounts of surface runoff from development.	LS	LS	LS	LS
Impact 6.3-2: The Project could expose people or structures to flood hazards from failure of a levee or dam.	LS	LS	LS	LS
Impact 6.3-3: The Project could expose people or structures to inundation by seiche or tsunami.	LS	LS	LS	LS
Impact 6.3-4: The Project could expose people or structures to inundation by increased sea level rise caused by global warming conditions.	LS	LS	LS	LS
Noise				
Impact 6.4-1: The Project could expose a variety of noise-sensitive land uses to construction noise.	LS	LS	LS	LS
Impact 6.4-2: The Project could expose a variety of noise-sensitive land uses to traffic noise.	**SU**	**SU -**	**SU**	**SU**
Impact 6.4-3: The Project could expose a variety of noise-sensitive land uses to railroad noise.	**SU**	**SU -**	**SU**	**SU**
Impact 6.4-4: The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in noise effects.	LS	LS	LS	LS
Impact 6.4-5: The Project could expose a variety of noise-sensitive land uses to stationary noise sources.	LS	LS	LS	LS
Impact 6.4-6: The Project could expose a variety of noise-sensitive land uses to excessive groundborne vibration or groundborne noise levels.	**SU**	**SU -**	**SU**	**SU**
Hazardous Materials and Uses				
Impact 6.5-1: The Project could include uses that create a significant hazard to the public or the environment from the transportation, use, or disposal of hazardous materials.	LS	LS	LS	LS
Impact 6.5-2: The Project could include uses that emit hazardous emissions or handle hazardous materials, substances, or waste near school sites.	LS	LS	LS	LS
Impact 6.5-3: The Project could locate development on a hazardous waste site.	LS	LS	LS	LS
Impact 6.5-4: The Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LS	LS	LS	LS

NOTES:
LS = Less than Significant Impact
SU = Significant and Unavoidable Impact
SU - = Lesser impact than the Project
SU + = Greater impact than the Project
ND = No Determination

Alternative 1 No Project (Build-out of 2020 General Plan)

Under the No-Project Alternative, the City would continue with implementation of its 2020 General Plan, which would remain as the adopted long-range planning policy document for the City. Current development patterns would continue to occur in accordance with the 2020 General Plan, Zoning Code, and Specific Plans. Consequently, this alternative would fundamentally fail to meet a majority of the Project Objectives described above (including those developed to address workforce/affordable housing and the consideration of updated traffic level of service information). Failure to update the City's 2020 General Plan will not result in a comprehensive update to the City's 2020 goals and policies to help incorporate current planning, environmental, and regulatory trends and objectives. Additionally, the 2020 General Plan does not include the concept of "urban villages", which identify future development areas and set guidance for the comprehensive planning of specific plans for their future growth and development in coordination with regional planning objectives. Continued implementation of the No-Project Alternative would also not likely result in as large a build out population as that anticipated under the Project.

Environmental Impacts of the Alternative

The environmental impacts of the No-Project Alternative are summarized in Table 7-1 and described in greater detail below.

Aesthetics

Under the No-Project Alternative, the City would continue to function under the direction of the 2020 General Plan. Although, this alternative may result in the eventual annexation (with LAFCO approval) and urbanization of the 2020 CURB (due to regional growth pressures), build out under the 2020 General Plan would result in fewer jobs, dwelling units and residents than the Project. However, the City would continue to review and approve individual development projects on a case-by-case basis, with development outside the CURB requiring individual LAFCO review and approval.

The goals and policies provided as part of the updated Community Development, Environmental Resources, Safety and Hazards Elements of the Project are considered considerably more comprehensive and detailed than those provided in the 2020 General Plan. However, it is assumed that the City would continue to evaluate the environmental impacts of these projects on a case-by-case basis and would identify all applicable feasible mitigation measures for any identified significant impacts.

As with the Project, the No Project Alternative would result in a significant and unavoidable impact because growth would occur on currently undeveloped land. This growth would affect the visual character of the City and would also result in increased sources of nighttime light and glare. However, this alternative would likely result in less growth than the Project and the impacts would be somewhat lessened.

Agricultural Resources

Implementation of the No-Project Alternative would result in less of an impact to agricultural resources compared to the Project. This is because a smaller amount of land designated as Prime, Unique or Farmland of Statewide Importance would likely be converted to urban uses under the No Project Alternative compared to the amount of farmland that would be converted to urban uses under the Project. However, since there would be some conversion of important farmland to urbanized uses under this alternative already located with the CURB, there would still be a significant and unavoidable impact (although to a lesser degree).

Air Quality, Climate Change, and Energy Consumption

Under the No-Project Alternative, the City would continue to function under the direction of the 2020 General Plan. Consequently, build out under the 2020 General Plan would result in fewer jobs, dwelling units, and residents than the Project. These reductions in dwelling units and other types of development would result in reduced levels of both mobile and stationary sources of air quality emissions (including greenhouse gas emissions and toxic air contaminants). However, implementation of the No Project Alternative would still result in a significant and unavoidable impact because the air basin is not in compliance with Federal and State standards. Impacts associated with the use of energy resources are expected to be similar to those anticipated under the Project.

Biological Resources

Implementation of the No-Project Alternative would result in similar biological resource impacts associated with new development. Although the 2020 General Plan does not include a comprehensive update of the City's 2020 goals and policies to help incorporate current planning, environmental, and regulatory trends and objectives, development under both plans would still be subject to the same state and federal environmental review requirements and regulations for the protection of sensitive and endangered species and habitats.

Cultural Resources

Land that has been used for various types of agricultural or open space uses that do not require extensive excavation and/or grading activities may be more likely to contain previously undiscovered cultural resources, particularly near local waterways. Urbanized areas may also contain a variety of historic resources (i.e., buildings, bridges, etc.).

The 2020 General Plan does not have the full range of policies designed to address cultural resources. The 2020 General Plan includes some policy guidance with respect to cultural resources; however, the goals and polices provided as part of the Project (including the Historic Resources Element) are considerably more comprehensive and detailed, including, in particular, those related to historic resources.

Geology and Soils

Current State and federal regulations require specific engineering and design criteria to avoid impacts related to geologic, soils, and seismic hazards, which would apply to both the No-Project Alternative and the Project. For this reason, geologic and soils impacts under the No-Project Alternative are considered to be similar to those of the Project.

Hazards and Hazardous Materials

The No-Project Alternative proposes development that is similar in nature to that anticipated under the Project. The No Project Alternative would not include the additional hazardous materials and public safety policies and implementation measure contained as part of the Project. However, hazardous materials generation, storage and clean-up are heavily regulated by federal, State and local regulations that would apply to both the No-Project Alternative and the Project. For this reason, hazards and hazardous materials impacts under the No-Project Alternative are considered to be similar to those of the Project.

Hydrology and Water Quality

Under the No-Project Alternative, development would convert less densely population or open space land to urban uses than the Project. As with the Project, the creation of impervious surfaces associated with urbanization would increase the amount of runoff, which could affect water quality. An increase in impervious surfaces could also reduce groundwater recharge potential. However, because land conversion would be less than the Project, fewer impervious surfaces would be developed. For this reason, hydrologic and water quality impacts under the No-Project Alternative are considered to be similar to those of the Project (although to a lesser degree).

Land Use and Planning

Neither the No-Project Alternative nor the Project would result in the division or alteration of a 2020 community. Similar to the Project, development under the No-Project Alternative would need to be consistent with 2020 plans and policies. However, under the 2020 General Plan, the City would have less policy guidance to direct specific development changes to ensure that new development is well-connected and compatible with surrounding uses. The General Plan includes increased policy direction for the City overall with a variety of updated policies providing guidance on the character of the community, development of future specific plans, sustainability, energy conservation, and public safety. Although 2020 General Plan policies would generally ensure that new development is compatible with surrounding land uses, the 2020 General Plan lacks the more updated and comprehensive land use guidance provided under the Project. Under this alternative, the City would have to designate more areas within existing neighborhoods for possible affordable housing projects in order to meet the RHNA allocation, compared to the Project which proposes the Northeast Expansion Area for a significant amount of affordable hosing to meet RHNA targets.

Noise

Under the No-Project Alternative, the City would continue to function under the direction of the 2020 General Plan. Consequently, build-out under the 2020 General Plan would result in fewer jobs, dwelling units, and residents than the Project. These reductions in dwelling units and other types of development would result in reduced levels of both mobile and stationary noise sources. However, implementation of the No Project Alternative would still result in a significant and unavoidable impact because growth could still contribute additional sources of noise that exceed local standards.

Public Services (Including Recreation) and Utilities

Build-out under the 2020 General Plan would result in fewer jobs, dwelling units, and residents than the Project. This lower level of population growth and development would result in similar although slightly lesser impacts to the provision of public services and utilities in the City that would be required to adequately serve the levels of development projected under the No-Project Alternative.

Transportation/Traffic

Build-out of the City's 2020 General Plan would result in fewer jobs, dwelling units and residents than the Project. Total daily vehicle trips generated under this alternative over most roadway segments would be lower under the No Project Alternative than the Project. Therefore, the No Project Alternative may result in similar localized level of service impacts on some roadway segments and intersections, such as Five Points, within the City as those anticipated under the Project even with overall lower roadway traffic volumes.

Alternative 2: Infill with No Development Outside CURB

Under Alternative 2, land uses within the City limits would be similar to those anticipated under the Project. However, these land use would intensify to some degree that the anticipated population at build-out of Alternative 2 would be similar to that of the Project but would occur without the Northeast Expansion Area and an area north of the Del Norte/101 interchange. Consequently, the City would focus on intensifying development at key locations which are currently identified with underutilized properties and are considered ideal for revitalization and infill properties. There are four key locations, or "urban villages" that are identified throughout the city that provide sufficient densities for transit connectivity. The resulting transit-oriented land use pattern would encourage transit usage and reduce dependency on the automobile.

Overall, the intensification of land uses would result in a decreased need to convert open space space/agricultural lands to a developed use. Such an approach may result in increased levels of traffic congestion within these areas of intensified development or may result in the increased need to

provide additional levels of public services (e.g., law enforcement, fire, etc.) or infrastructure. However, the intensification of land uses may also increase the feasibility of inter-city or city-wide transit service that would help to reduce air quality and traffic impacts within these new areas of development.

Implementation of this alternative would meet several of the key Project Objectives including minimizing the loss of agricultural land and providing options for increased infill or mixed use development.

Environmental Impacts of the Alternative

The environmental impacts of Alternative 2 are summarized in Table 7-1 and described in greater detail below.

Aesthetics

Alternative 2 would result in similar types of development with a similar build-out population to that anticipated under the Project. However, implementation of this alternative would intensify development within the current City limits and would likely convert less open space areas within the sphere of influence to developed uses. Although this alternative would convert less land to developed uses, intensified development within the City could result in slightly higher building densities and may allow an increase in the size and heights of structures within the CURB boundary. Consequently, build-out of this alternative may result in slightly greater impacts to aesthetic resources because growth would likely be intensified within a smaller development area. Light and glare impacts are anticipated to be similar to those anticipated under the Project.

Agricultural Resources

Development under Alternative 2 would result in a reduced impact to agricultural resources compared to the Project. This is because a fewer number of acres of land designated as Prime, Unique or Farmland of Statewide Importance would be converted to urban uses under this alternative compared to the amount of important farmland that would be converted to urban uses under the Project. However, similar to the Project, Alternative 2 would also result in a significant and unavoidable impact, since there could be some conversion of important farmland to urbanized uses under this alternative.

Air Quality, Climate Change, and Energy Conservation

Under Alternative 2, The City would intensify development within the 2020 CURB boundary through the 2030 planning horizon. Although this alternative has the potential to reduce the overall number of vehicle miles traveled by local residents, it has the potential to result in an increase in overall travel delay and the time motorists would spend on the road due to increased levels of traffic congestion. Compact development would also result in slightly higher emission levels of both mobile and stationary sources of air quality emissions, toxic air contaminants, and the potential for odor emissions. Consequently, development under Alternative 2 would still result in a significant and unavoidable impact because growth would still in an air basin that does

not meet Federal and State standards. Impacts associated with the use of energy resources are expected to be similar to those anticipated under the Project.

Biological Resources

Alternative 2 would result in similar biological resource impacts associated with new development. Development anticipated under Alternative 2 would still be subject to the same state and federal environmental review requirements and regulations for the protection of sensitive and endangered species and habitats.

Cultural Resources

Development under this alternative would focus new growth within the City's current CURB. Similar to the Project, urbanization associated with future growth could alter cultural resources during various construction-related activities. However, these potential impacts would occur within a slightly smaller area.

Geology and Soils

Alternative 2 proposes development that is similar in nature to that anticipated under the Project. Current State and federal regulations require specific engineering and design criteria to minimize impacts related to geologic, soils, and seismic hazards, which would apply to local geologic/soil conditions under each of the alternatives and the Project. Policies and implementation measures included as part of the Project incorporate all applicable regulations to minimize these impacts. For this reason, geologic and soils impacts under Alternative 2 are considered similar to those of the Project.

Hazards and Hazardous Materials

Alternative 2 proposes development that is similar in nature to that anticipated under the Project. Similar to the Project, implementation of this alternative would involve a decrease in the use of pesticides, herbicides, and other hazardous materials used for agricultural practices. Although hazards related to agricultural uses would be reduced, potential new commercial and industrial uses may introduce new sources of hazardous materials. However, hazardous materials generation, storage and clean-up are heavily regulated by federal, State and local regulations that would apply to both Alternative 2 and the Project. For this reason, hazardous materials impacts under Alternative 2 are considered to be similar to those of the Project.

Hydrology and Water Quality

Under Alternative 2, infill development would convert slightly less open space land to urban uses than the Project. As with the Project, the creation of impervious surfaces associated with urbanization would increase the amount of runoff, which could affect water quality. An increase in impervious surfaces could also reduce groundwater recharge potential. However, because land conversion would be less than the Project, fewer impervious surfaces would be developed. Overall, hydrologic and water quality impacts under Alternative 2 are considered to be similar to those of the Project.

Land Use and Planning

Alternative 2 would result in similar types of development with a similar build-out population to that anticipated under the Project. This alternative would include increased policy direction for the City to ensure a compact development pattern. A compact development pattern has the potential (through intensified land uses) for some nuisance impacts associated with noise, odors, air quality emissions, glare, and visual compatibility. However, neither the Project nor Alternative 2 would divide 2020 communities. Additionally, both the Project and Alternative 2 would be subject to the same policy direction with regards to ensuring land use compatibility with surrounding uses. Under this alternative, the City would have to designate more areas within existing neighborhoods for possible affordable housing projects in order to meet the RHNA allocation, compared to the Project.

Noise

Although Alternative 2 includes a slightly reduced development footprint, development anticipated under this alternative would be similar to that anticipated under the Project. Similar to the Project, significant noise level increases (3 dBA Ldn or greater) associated with increased traffic and railroad operations would occur adjacent to noise sensitive land uses during the planning horizon. However, because land uses are intensified within certain areas of the City, noise impacts may actually be greater in some cases, in particular along major transportation corridors. Overall, implementation of Alternative 2 would still result in a significant and unavoidable impact because growth could still contribute additional sources of noise and vibration that would exceed local standards.

Public Services (including Recreation) and Utilities

Alternative 2 would be expected to result in substantial new development through out the 2020 CURB boundary. This development would require the expansion of a variety of local city services (including police, fire, water supply, parks, etc.) in addition to those provided by both local school districts. Because development under this alternative would be similar to that anticipated under the Project, public service and utility impacts are also anticipated to be similar.

Transportation/Traffic

Alternative 2 would result in the intensification of similar types of development over a similar development footprint than anticipated under the Project, except for the area north of the 101 freeway. Consequently, Alternative 2 would cause slightly higher levels of delay and congestion than the Project within new growth areas within City limits. This is because Alternative 2 would tend to cluster development and its associated traffic within a smaller area, whereas the Project would place some development in an area where transportation improvements are generally easier to implement. Overall, implementation of Alternative 2 would still result in significant and unavoidable traffic impacts at several intersections where mitigations are considered infeasible.

Alternative 3: Infill with Additional Development Outside CURB

Under Alternative 3, land uses within the City limits would be similar to those anticipated under the Project. This alternative would also focus on developments outside of the currently established CURB in areas including: Rose/Santa Clara, Southeast Urban Village, Gonzales/Victoria, and Mandalay Bay North. Additionally, this alternative will also employ the use of "urban villages" as with the Project but with lower infill densities as more development would occur outside CURB. The City would rely more on inclusionary policies for affordable housing.

Environmental Impacts of the Alternative

The environmental impacts of Alternative 3 are summarized in Table 7-1 and described in greater detail below.

Aesthetics

Alternative 3 would result in similar types of development with a larger build-out population to that anticipated under the Project. Similar to the Project, this alternative would implement the policies and measures of the 2030 General Plan that address community development, urban design, and aesthetic issues. However, this alternative would lessen development within the City in favor of more development on raw land outside the CURB. Consequently, build-out of this alternative may result in greater impacts to aesthetic resources. Light and glare impacts are anticipated to be similar to those anticipated under the Project.

Agricultural Resources

Alternative 3 would result in greater impacts to agricultural resources compared to Project as more agricultural land would be converted to urban use.

Air Quality, Climate Change, and Energy Conservation

Alternative 3 would result in similar types of development with a larger build-out population to that anticipated under the Project. Similar to the Project, this alternative would implement the policies and measures of the 2030 General Plan that address air quality and climate change issues. However, the compact or infill development would also result in slightly higher emission levels of both mobile and stationary sources of air quality emissions, toxic air contaminants, and the potential for odor emissions. Air quality impacts could be slightly higher under this alternative. Impacts associated with the use of energy resources are expected to be similar to those anticipated under the Project.

Biological Resources

Alternative 3 would result in similar biological resource impacts associated with new development. Development anticipated under Alternative 3 would still be subject to the same

state and federal environmental review requirements and regulations for the protection of sensitive and endangered species and habitats.

Cultural Resources

Similar to the Project, urbanization associated with future growth could alter cultural resources during various construction-related activities. This alternative would implement the policies and measures of the 2030 General Plan that address cultural and historic resource issues. Impacts to these issues would be the same as those described for the Project.

Geology and Soils

Alternative 3 proposes development that is similar in nature to that anticipated under the Project. Current State and federal regulations require specific engineering and design criteria to minimize impacts related to geologic, soils, and seismic hazards, which would apply to local geologic/soil conditions under each of the alternatives and the Project. Policies and implementation measures included as part of the Project incorporate all applicable regulations to minimize these impacts. For this reason, geologic and soils impacts under Alternative 3 are considered similar to those of the Project.

Hazards and Hazardous Materials

Alternative 3 would result in similar types of development with a similar build-out population to that anticipated under the Project. Similar to the Project, this alternative would implement the policies and measures of the updated General Plan that address public safety and hazardous materials issues. As such, impacts to these issues would be the same as those described for the Project.

Hydrology and Water Quality

As with the Project, the creation of impervious surfaces associated with urbanization would increase the amount of runoff, which could affect water quality. An increase in impervious surfaces could also reduce groundwater recharge potential. Overall, hydrologic and water quality impacts under Alternative 3 are considered to be similar to those of the Project.

Land Use and Planning

Alternative 3 would result in similar types of development with a similar build-out population to that anticipated under the Project. Similar to the Project, this alternative would implement the policies and measures of the updated General Plan that address community development, urban design, and land use issues. As such, impacts to land use issues would be the same as those described for the Project. Under this alternative, the City would have to designate about the same with area within existing neighborhoods for possible affordable housing projects in order to meet the RHNA allocation, compared to the Project, as the inclusionary programs would be the main method of meeting RHNA requirements.

Noise

Alternative 3 would result in similar types of development with a similar build-out population to that anticipated under the Project. Similar to the Project, this alternative would implement the policies and measures of the updated General Plan that address noise and land use issues. As such, noise impacts would be the same as those described for the Project.

Public Services (including Recreation) and Utilities

Alternative 3 would result in similar types of development with a larger build-out population to that anticipated under the Project. Similar to the Project, this alternative would implement the policies and measures of the 2030 General Plan that address public service and land use issues. As such, these impacts would be the same as those described for the Project.

Transportation/Traffic

Alternative 3 would result in the intensification of similar types of development over a larger development footprint as that anticipated under the Project. Consequently, Alternative 3 would cause higher levels of delay and congestion than the Project within the City where mitigation on older streets is infeasible. As more fully described in the Traffic Study for the Project (see Appendix D of this Draft PEIR), total daily vehicle trips generated under this alternative over most roadway segments would be higher than the Project, with forty-five (45) intersections operating at LOS D or worse before mitigation. Alternative 3 would also result in significant and unavoidable traffic impacts.

Environmentally Superior Alternative

Table 7-1 provides a summary of the anticipated impacts resulting from implementation of the alternatives compared to those identified for the Project. Alternative 1 “No Project” and Alternative 2 have the potential to reduce the level of impact relative to the Project for loss of agricultural resources and soils. The environmentally superior alternative for this project would be Alternative 2. Other than the No Project Alternative, this is the only alternative that would reduce the severity of some environmental impacts associated with the Project. However, as shown in Table 7-1, implementation of Alternative 2 would still result in significant and unavoidable impacts, although the severity would be reduced in some cases.

CHAPTER 8
Other CEQA Considerations

CHAPTER 8.0
Other CEQA Considerations

Growth Influencing

Introduction

The CEQA *Guidelines* require that an EIR evaluate the growth-influencing effects of a action (Section 15126.2[d]). A growth-influencing effect is defined by the CEQA Guidelines as:

> *[T]he ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth .... It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

A project can indirectly influence additional growth if it would establish substantial new permanent employment opportunities (e.g., commercial, industrial or governmental enterprises) or if it would involve a substantial construction effort with substantial short-term employment opportunities and indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, under CEQA, a project would indirectly influence growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. An example of this indirect effect would be the expansion of a wastewater treatment plant, which might allow for more development in service areas. Under CEQA, growth is not considered necessarily detrimental or beneficial.

Potential for Growth-Influence

Based on Government Code section 65300, the Project is required to serve as a comprehensive, long-term plan for the physical development of the City. By definition, the Project intends to provide for and address future growth in the City of Oxnard's Planning Area. Even though the Project does not propose any specific development projects, it could still have growth influencing impacts. Indirect growth-influencing impacts may also occur through development of the Preferred Land Use Alternative and Circulation Diagram, as well as the goals, policies, and implementation measures as they are designed to provide a framework for future growth and development in the City. The City's projected growth is described in Chapter 2 "Project Description" and the environmental consequences related to this potential growth are fully assessed in Chapters 3 through 6.

Land uses and development consistent with the Project would result in additional housing, agricultural, commercial, industrial, and public services and infrastructure development within the unincorporated area. Implementation of the goals, policies, and implementation measures of the Project would intend to manage this growth in ways that protect the environment and quality of life in the City.

The Project provides the framework for development planning and implementation to proceed. For example, Policy CD-1.1 would direct land uses to appropriate areas designed on the Preferred Land Use Diagram. Furthermore, policies contained in the Community Development Chapter focus future growth in urban village where infrastructure and facilities. Policies CD-8.1 "Limiting Development" and CD-8.2 "Services" would limit development to those areas that can only be served by existing or planned utilities, transportation, and public service systems. Overall, it is the intent of the Project to provide public facilities and services that do not exceed its own projected land uses and level of development.

In conclusion, the Project would result in growth that would lead to significant unavoidable adverse impacts identified in previous chapters. Implementation of the Project would incrementally increase the demand and / or require new facilities for public services and utilities including water supply, wastewater treatment, fire protection and other emergency services, public education, and parks and recreation facilities. The City anticipates meeting those needs. Physical environmental impacts and mitigating policies associated with future growth expected under the Project are analyzed in the appropriate sections throughout this PEIR.

Cumulative Impacts

Introduction

CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. A consideration of actions included as part of a cumulative impact scenario can vary by geographic extent, time frame, and scale. They are defined according to environmental resource issue and the specific significance level associated with potential impacts. CEQA Guidelines 15130(b) requires that discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines note that the cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-only impacts and should be guided by the standards of practicality and reasonableness and focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impacts.

In addition, the CEQA Guidelines Section 15130(b) allows for the use of two alternatives methods to determine the scope of projects for the cumulative impact analysis:

- **List Method** - A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

- **Regional Growth Projections Method** - A summary of projects contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact (Section 15130).

The Project establishes policy to guide future development within the City, and implementation is long-term in nature. The Regional Growth Projections Method is considered an appropriate methodology for evaluating cumulative impacts because it provides overall growth projections for the region over the long-term.

Cumulative Setting

For the purposes of this PEIR, the cumulative setting is based on a two-fold approach. For some impact issue areas (i.e., air quality, traffic, and water supply), the cumulative setting is defined by specific regional boundaries (air basin, regional roadway network, etc.) or projected regional or area-wide conditions. For the remaining impact issue areas, the cumulative setting is based on development anticipated within surrounding cities and the unincorporated county.

As previously described, the Project establishes goals and policies to guide future development and implementation is considered long-term in nature. The following analysis utilizes growth projections adopted by the Ventura Council of Governments (see Table 8-1).

TABLE 8-1
VENTURA COUNCIL OF GOVERNMENTS POPULATION PROJECTIONS

	Total Population		
	2005	**2020(a)**	**2040(a)**
City of Oxnard	189,990	234,300	250,600
Ventura County	813,050	935,500	995,400

Source: (a) Ventura Council of Governments, Decapolis Report, 2008

Cumulative Impacts

The following section evaluates the potential for the project to contribute significantly to cumulative impacts in the areas of aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, and traffic and transportation issues.

Aesthetics Cumulative Impacts

Development associated with the anticipated regional growth would result in a substantial change to the visual character of the surrounding area of Ventura County. Continual urbanization of existing agriculture and open space land has the potential to permanently alter the character of the area. Although the Project does include a variety of greenbelt and park areas, the overall conversion of existing open space areas to suburban land uses (in particular within the northeastern portion of the Planning Area) would permanently alter the City's existing character.

The Project includes a variety of policies that promote the preservation of open space areas and the development of high quality amenities. State and local regulations, such as the State Scenic Highway guidelines, further mitigate potential impacts along scenic corridors by preserving views and open space.

Environmental Resources Element	
Policies designed to protect the visual quality of the Planning Area by preserving existing open space areas include the following:	
ER-1.1 Protect Oxnard's Natural and Cultural Resources ER-1.2 Protect Surrounding Agriculture and Open Space ER-2.2 Protection of Sensitive Habitat ER-2.3 Promote Areas for Open Space ER-2.4 Design Review Process ER-4.1 Encourage Protection of Sensitive Habitat ER-6.1 New Development Aesthetics	ER-7.1 Incorporate Views in New Development ER-7.2 Protect and Enhance Scenic Resources ER-7.3 Preserve Views of Small Aesthetic Resources ER-9.1 Protect Shoreline ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Policies
Environmental Resources Element	**Infrastructure and Community Services and Community Development Elements**
Policies designed to improve the overall visual quality of the existing urban environment and incorporate aesthetic values into the design of future development, include the following:	
ER-7.5 Siting of Transmission Lines ER-7.6 Control of Lighting and Glare ER-8.1 Medians and Parkways ER-8.2 Design of Sound or Zone Walls ER-8.3 Design of Transportation Related Structures ER-9.2 New Coastal Development ER-10.1 Enhance Existing Character ER-10.2 Enhance Neighborhood Diversity ER-10.3 Residential Street Lighting ER-10.4 Human Scale Development	ICS-2.9 Scenic Highway Preservation ICS-2.10 Gateway Enhancements CD-9.3 Gateway Enhancements CD-9.4 View Corridor Preservation CD-9.6 High Rise Development CD-12.1 Municipal Design Guidelines CD-14.1 Design Review Process CD-14.2 Design Review Committee
Environmental Resources Element	**Community Development Element**
Policies designed to maintain the unique historic character of neighborhoods in the Planning Area include the following:	
ER-12.2 Mitigating the Impact of New Development on Cultural Resources ER-12.4 Historic Preservation ER-12.5 State Historic Building Code for Adaptive Reuse ER-12.8 Historical Resource Inventory	CD-3.1 Neighborhood Preservation CD-9.1 Neighborhood Identity CD-9.5 Unique Character Preservation CD-11.1 Promote Existing Historic Areas CD-11.2 Historical District Expansion CD-11.4 Incorporate Historic Features

Development associated with regional growth would result in a change to the visual character of the surrounding areas in Ventura County. Continual urbanization of existing agriculture and open space land has the potential to permanently alter the character of the area. Other jurisdictions exercise discretionary review over projects in their respective geography. All jurisdictions are subject, in one form or another, to voter-controlled growth management that is in effect until at

least 2020 and is expected to continue to guide development to existing urban areas. Consequently, aesthetic cumulative effect is considered ***less than significant***.

Agricultural Resources Cumulative Impacts

With the implementation of the Project there would be a loss of the existing agricultural lands within the City's Planning Area. While the Project includes policies to minimize this impact, there would still be a project level significant and unavoidable impact. The loss of agricultural land within the City's Planning Area as a result of urban development is part of an overall trend within Ventura County and the County will continue to face development pressure in the foreseeable future.

As more fully described in Chapter 5 "Environmental Resources", the Project includes policies stating that the City will work at a regional level to control the conversion of agricultural uses. The loss of agricultural lands as a result of the Project would contribute considerably to a significant and unavoidable cumulative impact to agricultural resources. Even with implementation of the policies and implementation measures identified in the 2030 General Plan, the cumulative loss of agricultural resources is a ***cumulative significant*** environmental impact.

Environmental Resources Element	Community Development Element
Policies and implementation measures designed to conserve agricultural and soil resources within the Planning Area include the following:	
ER-13.1 Sustainable Agricultural Industry ER-13.2 Support County Initiatives ER-13.3 Agricultural Partnerships ER-13.4 Agricultural Economic Contribution ER-14.1 Soil Conservation and Transfer ER-14.2 Best Agricultural Practices ER-15.1 Conservation of Agricultural Open Space ER-15.2 Greenbelt Agreements ER-15.3 Support Land Conservation Act Contracts ER-15.4 Urban/Agricultural Buffer Zones ER-15.5 Rerouting Roads and Utilities around Agricultural Areas Implementation Measure #3	CD-6.1 Agricultural Buffers CD-6.2 Agricultural Preservation CD-18.7 Research Relocation of Agricultural Support Uses CD-18.9 Agricultural Heritage CD-7.4 Design CD-8.5 Negative Impact Mitigation CD-8.7 Community Balance CD-9.5 Unique Character Preservation

Air Quality and Climate Change Cumulative Impacts

Cumulative air quality impacts were considered in terms of the various land uses under the Project and the traffic projections generated by a cumulative traffic model. The traffic model considered growth under the Project in conjunction with projected regional growth for Ventura County. As more fully described in Section 5.7 of Chapter 5 "Environmental Resources", there are various policies included in the Project (see selected policies below) available to address air quality and energy conservation impacts. However, as the air basin does not meet Federal and State standards, the Project would still contribute to a ***significant and unavoidable cumulative air quality impact***.

There is, at this time, no established threshold for Greenhouse Gases and a determination of cumulative significance cannot be determined.

Environmental Resources Element	
Policies designed to improve air quality and minimize adverse effects of air pollution on human health and the economy include the following:	
ER-17.1 Incorporate AQMP Mitigations ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations ER-17.5 Reducing CO Exposure at Congested Intersections ER-17.9 Mitigation Monitoring ER-17.10 Regional Cooperation	ER-17.11 Develop Regional Partnerships ER-17.12 Consultation with Ventura County Air Pollution Control District ER-17.13 Support Regional Attainment Plans ER-17.14 Use VCAPCD Air Quality Assessment Guidelines ER-17.15 Collocate Ancillary Services ER-17.16 Support California Air Resources Board
Sustainable Community Element	
Policies designed to support the generation of electricity from renewable local sources such as solar panels, wave and tidal forces, co-generation, and/or wind farms include the following:	
SC-3.5 Alternative Energy for Public Buildings SC-3.8 Use of Solar Electric Generation	SC-3.11 Wind and Tidal Power Generation SC-3.12 Waste Conversion to Energy Facility
Policies designed to support the reduced consumption and reliance upon non-renewable energy sources and encourage energy conservation in new and existing developments include the following:	
SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development SC-3.3 Municipal Energy Consumption SC-3.4 Promote Energy Reduction Programs SC-3.6 Load Shifting Devices	SC-3.9 Encourage Use of Passive Energy Conservation Design SC-3.10 Promote Voluntary Incentive Programs SC-4.1 Green Building Standards for Developers SC-4.2 Green Development Standards for Public Buildings
Community Development Element	
Policies designed to encourage land uses or development that supports reduced vehicle usage include the following:	
CD-1.7 Compact Development CD-1.9 Commute Reduction	
Infrastructure and Community Services and Environmental Resources Element	
Policies designed to support alternate forms of transportation and reduce vehicle miles traveled from on-road motor vehicles include the following:	
ICS-5.1 Enhanced Passenger Rail Service ICS-5.2 Passenger Rail Service Expansion ICS-5.3 Sub Regional Transportation Center ICS-6.1 Transit Facilities for New Developments ICS-6.6 Alternative Transit Options ICS-7.1 Require TSM and TDM Programs ICS-7.2 Reduce Single-Occupancy Automobile Dependency	ICS-7.3 TDM/TSM Development Patterns ICS-7.4 Park and Ride Lots ICS-8.2 Enhance and Add Bicycle Routes ICS-8.11 Bicycle Parking and Storage ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations
Sustainable Community Element	
Policies designed to support and participate in global warming and climate change analysis and programs include the following:	
SC-1.1 Inventory Global Warming Emissions SC-1.2 Support Statewide Global Warming Mitigation SC-1.3 Develop Greenhouse Gas Emission Reduction Plan	

Biological Resources Cumulative Impacts

As described of Chapter 5 "Environmental Resources", policies in the Project and regional, State and Federal regulations are available to mitigate impacts to biological resources at a project specific level. Development outside of the City in other jurisdictions would also be subject to the same regional, State and federal regulations addressing sensitive species. Therefore, cumulative impacts are considered ***cumulatively less than significant*** to biological resources.

Cultural Resources Cumulative Impacts

As stated in Chapter 5 "Environmental Resources", the City ensures that a variety of preservation efforts are implemented for all future development projects to minimize impacts to archaeological resources (as defined in Section 15064.5), paleontological resources, or human remains. Other jurisdictions have similar obligations under CEQA and other applicable Federal and state laws and regulations. Therefore, implementation of the Project, including the adoption of the policies listed above, would reduce the potential cumulative impact to a less-than-significant level with respect to human remains and archaeological resources.

A variety of historic resources (including above ground buildings, etc.) are also present within the City's Planning Area and surrounding area, and the City ensures that a variety of preservation efforts are implemented for all future development projects to minimize impacts to historic resources. Other jurisdictions have similar obligations under CEQA and other applicable Federal and state laws and regulations. Therefore, implementation of the Project, including the adoption of the policies listed above, would reduce the potential to a ***cumulatively less-than-significant*** impact level with respect to historic resources.

Energy Resources Cumulative Impacts

In general, regional upgrades and infrastructure improvements on electric power and natural gas systems and facilities will be required to meet increasing regional demand throughout Southern California associated with growth over the next 20 years. Growth in the City's Planning Area will contribute to this regional growth in demand. As part of the Project, the City has included several goals, policies (shown below) to emphasize its commitment to energy conservation and as a corollary, reducing the regional demand for new energy generation and distribution facilities. The project's incremental contribution to these impacts will be ***less than cumulatively significant.***

Sustainable Community Element	
Policies designed to support the generation of electricity from renewable local sources such as solar panels, wave and tidal forces, co-generation, and/or wind farms include the following:	
SC-3.5 Alternative Energy for Public Buildings SC-3.8 Use of Solar Electric Generation	SC-3.11 Wind and Tidal Power Generation SC-3.12 Waste Conversion to Energy Facility
Policies designed to support the reduced consumption and reliance upon non-renewable energy sources and encourage energy conservation features in new and existing developments include the following:	

SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development SC-3.3 Municipal Energy Consumption SC-3.4 Promote Energy Reduction Programs SC-3.6 Load Shifting Devices	SC-3.9 Encourage Use of Passive Energy Conservation Design SC-3.10 Promote Voluntary Incentive Programs SC-4.1 Green Building Standards for Developers SC-4.2 Green Development Standards for Public Buildings
Community Development Element	
Policies designed to encourage land uses or development that supports reduced vehicle usage include the following:	
CD-1.7 Compact Development CD-1.9 Commute Reduction	
Infrastructure and Community Services and Environmental Resources Elements	
Policies designed to support alternate forms of transportation and reduce vehicle miles traveled from on-road motor vehicles include the following:	
ICS-5.1 Enhanced Passenger Rail Service ICS-5.2 Passenger Rail Service Expansion ICS-5.3 Sub Regional Transportation Center ICS-6.1 Transit Facilities for New Developments ICS-6.6 Alternative Transit Options ICS-7.1 Require TSM and TDM Programs ICS-7.2 Reduce Single-Occupancy Automobile Dependency	ICS-7.3 TDM/TSM Development Patterns ICS-7.4 Park and Ride Lots ICS-8.2 Enhance and Add Bicycle Routes ICS-8.11 Bicycle Parking and Storage ER-17.2 Transportation Management ER-17.3 Reducing Vehicle Use ER-17.4 Transportation Management Associations
Policies designed to support adequate and efficient public utilities that meet the needs of residents of the City include the following:	
ICS-17.1 Electric Facilities ICS-17.3 Promoting Clean Energy ICS-17.4 Service Extension	

Geology and Soils Cumulative Impacts

Regional development would increase the number of people and structures subject to geologic- and soils-related risks. The policies and implementation programs included as part of the Project, along with compliance with federal, State and local regulations addressing building construction, run-off and erosion, reduce the potential project-level impact associated with geology and soils to a less-than-significant level. Development in other communities in Ventura County would also be required to comply with federal, State and local regulations that are designed to protect increases in people and structures from hazards related to such issues as earthquakes, landslides and soil erosion. As a result, conformance with adopted California building codes, and other measures to protect people and structures from geologic hazards, would reduce this impact to a less-than-significant level. The project's incremental contribution to these impacts will be ***less than cumulatively significant.***

Hazards and Hazardous Materials Cumulative Impacts

As discussed in Chapter 6 "Safety and Hazards", the increase in local population and employment under the Project would result in the increased use of hazardous household, commercial and industrial materials. In addition, there would be an increase in population that would be exposed to potential wildland fires and hazards associated with aircraft operation. Potential project-level impacts associated with hazards and hazardous materials would be reduced to a less-than-significant level due to local, regional, State and federal regulations, such as those that control the production, use and transportation of hazardous materials and waste and control the location of incompatible land uses in airport hazard area. Similarly, as growth occurs in Ventura County,

additional people would be exposed risks associated with hazardous materials, wastes, wildland fires and airport operations. However, City, regional, State and federal regulations would apply to development countywide, thereby reducing the potential for cumulative impacts associated with hazards and hazardous materials to a less-than-significant level. The project's incremental contribution to these impacts will be ***less than cumulatively significant.***

Hydrology and Water Quality Cumulative Impacts

As approved development proceeds within the affected watersheds of the Planning Area and surround region, the amount of pollutants in runoff will increase, potentially impacting surface and groundwater quality. The amount of impervious surfaces will increase as development proceeds and groundwater recharge rates will consequently decrease. Erosion and sedimentation impacts on surface water will occur during grading and construction activity. However, cumulative impact on surface water will be reduced by compliance with the National Pollutant Discharge Elimination System (NPDES) requirements, as well as implementation of the various policies and implementation measures provided in the Goals and Policies Report (and summarized below). Consequently, the project's incremental contribution to these impacts will be ***less than cumulatively significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels ICS-1.2 Development Impacts to Existing Infrastructure ICS-1.3 Funding for Public Facilities	ICS-1.4 Infrastructure Conditions of Approval Implementation Measure #51
Policies designed to minimize water quality impacts associated with stormwater, water, and wastewater utility infrastructure needed to serve existing and planned urban areas include the following:	
ICS-11.8 Channel Islands Harbor Water Quality ICS-11.11 Water Quality ICS-12.4 Wastewater Discharge Monitoring	ICS-12.4 Wastewater Discharge ICS-12.5 Sedimentation Control

With regard to water supplies, the analysis in Chapter 4 "Infrastructure and Community Services" indicates that local groundwater managers (including FCGMA, UWCD, and CMWD) and other regional water supply importers (including MWD) have sufficient resources over the long term to meet anticipated demand from users within the Planning Area and cumulatively, the regional water system. Long-term water use within the Planning Area combined with consumption by users in other cities that rely upon regional groundwater basins and imported supplies will result in a cumulative increase in water use. As discussed in Chapter 4.0 "Infrastructure and Community Services", the City will implement many policies and measures to reduce water use associated with existing and new development (see summary below). Also, water service providers throughout the area have programs in place to encourage water conservation. Water service providers are required to complete Urban Water Management plans on a five-year cycle to assess long-term demand and to identify supplies to meet demand. Pursuant to the Public Resources Code Section 21151.9 (CEQA Statute) and Part 2.10 Section 10910 et seq. of the Water Code, as part of CEQA review for development projects that exceed the density or intensity thresholds set forth in Section 10912 of the Water Code, the City and other jurisdictions will

requirement the completion of water supply assessments. Existing regulations will work to assess and anticipate long-term, cumulative water resource needs and address them appropriately. Consequently, the project's incremental contribution to these impacts will be ***less than cumulatively significant.***

Infrastructure and Community Service Element	
Policies and implementation measures designed to ensure that public facilities and services are adequately funded and strategically located through out the Planning Area include the following:	
ICS-1.1 Maintain Existing Service Levels ICS-1.2 Development Impacts to Existing Infrastructure ICS-1.3 Funding for Public Facilities	ICS-1.4 Infrastructure Conditions of Approval Implementation Measure #51
Policies and implementation measures designed to minimize this impact through the provision and conservation of water resources and service include the following:	
ICS-11.1 Water Quality Management Plans ICS-11.2 Xeriscaping ICS-11.3 Evaluating UWMP ICS-11.4 GREAT Program Implementation ICS-11.5 Distribution System ICS-11.6 Sustainability of Groundwater	ICS-11.7 Water Conservation ICS-11.9 Groundwater Extractions ICS-11.10 Water Supply Assessment for All Projects ICS-11.12 Water for Irrigation Implementation Measure #59 Implementation Measure #60

Land Use and Planning Cumulative Impacts

New development will occur pursuant to the land use distribution and intensity identified under the Preferred Land Use Alternative (with the Circulation Diagram). The land use plan has been developed to provide for compatibility among uses. Future development will comply with adopted land use standards, policies, and ordinances. The Project will not result in any land uses or circulation routes that would physically divide established communities either within the City or surrounding areas. In addition, the analysis in Chapter 3 "Community Development" indicates that General Plan goals, policies, and implementation measures are consistent with regional plans. Consequently, the project's incremental contribution to these impacts will be ***less than cumulatively significant.***

Mineral Resources Cumulative Impacts

As discussed in Chapter 5 "Environmental Resources", the Project includes specific policies to avoid significant impacts to important mineral resources in the Planning Area. These policies are in compliance with State laws that require local jurisdictions to take into consideration the continued availability of important mineral resources in land use decisions. Consequently, the project's incremental contribution to these impacts will be ***less than cumulatively significant***.

Noise Cumulative Impacts

Traffic-related cumulative noise impacts are considered as part of the noise analysis provided in Chapter 6 "Safety and Hazards" since the future traffic projections used for the noise analysis were generated by a traffic model that considered growth under the Project in conjunction with the projected regional growth for Ventura County. As discussed in detail in Section 6.4 "Noise" of Chapter 6 "Health and Safety" future noise level increases related to increases in traffic and

railroads associated with new roadways facilitated by the Project would result in an overall significant and unavoidable noise impact at the project-level and may contribute to a ***cumulatively significant environmental impact***.

Public Services and Utilities Cumulative Impacts

The analysis in Chapter 4 "Infrastructure and Community Services" assesses the cumulative, long-term impact of growth within the City's Sphere of Influence on schools, water service, sewer service, gas and electrical services, solid waste services, police protection, fire protection and emergency services, parks and recreation, and community facilities (including City administrative facilities, etc). All Project impacts are considered less than significant. The City and other jurisdictions will continue to evaluate the levels of service desired and the funding sources available to meet increases in demand. Local planning to accommodate future growth will reduce cumulative impacts associated with the provision of services and utilities to a less than significant level. The City will continue to implement solid waste reduction programs and expand existing recycling programs to include construction debris. The City and other jurisdictions will continue to maximize the use of existing recycling and disposal options and plan for future waster diversion, recycling, and disposal. This impact is ***cumulatively less than significant***.

Traffic and Transportation Cumulative Impacts

Cumulative traffic and transportation impacts of the Project are more fully described in Section 4.2 "Circulation, Traffic and Transportation" of Chapter 4 "Infrastructure" of this Draft EIR. The City's traffic model considered growth under the Project in conjunction with projected regional growth in and through the county. The Project's transportation analysis is inherently cumulative in nature. As identified in Chapter 4, the Project would result in several intersections operating at below LOS C where mitigation is considered infeasible and/or undesirable, resulting in a ***cumulative significant environmental impact.***

Unavoidable Significant Environmental Impacts

CEQA Guidelines 21100(b) (2) and 15126.2(b) require that any significant and unavoidable effect on the environment must be identified. In addition, CEQA Guidelines 15093(a) allows the decision-making agency to determine if the benefits of a Project outweigh the unavoidable adverse environmental impacts of implementing the project. The City can approve a project with unavoidable adverse impacts if it prepares and adopts a "Statement of Overriding Considerations" setting forth the specific reasons for making such a judgment. A list of unavoidable adverse impacts identified in this PEIR is provided below. For each of the unavoidable adverse impacts, the City must prepare and adopt a Statement of Overriding Considerations.

Unavoidable Project Adverse Impacts

The following six impacts are considered significant after feasible and desirable mitigation is applied:

Agricultural Resources

With the implementation of the Project there would be a loss of the existing agricultural land within the City's Planning Area. While the Project includes policies to minimize this impact, the following agricultural resource impacts are considered significant and unavoidable:

- Impact 5.5-1: The Project would result in the conversion of important farmland to non-agricultural uses.

Air Quality

Project new development and operation-related emissions occur in an air basin that does not meet Federal and State air quality standards. While the Project includes policies to minimize this impact, the following air quality impacts are considered significant and unavoidable:

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

Noise

The Project includes several policies developed to minimize noise impacts, the following are significant and unavoidable:

- Impact 6.4-2: The Project could expose a variety of land uses to traffic noise that exceeds City thresholds.
- Impact 6.4-3: The Project could expose a variety of land uses to railroad noise that exceeds City thresholds.
- Impact 6.4-6: The Project could expose a variety of land uses to excessive groundborne vibration or groundborne noise levels.

Traffic and Transportation

The Project would result in several designated intersections operating at below LOS C where the City considers mitigation to be both infeasible and undesirable.

- Impact 4.2-1: The Project would result in six intersections operating at below LOS C.

Unavoidable Cumulative Adverse Impacts

The following impacts are considered cumulatively significant:

- Loss of agricultural resources,
- Air Quality not in attainment of Federal and State standards,
- Traffic and railroad related noise, and
- Peak hour traffic in several locations that results in intersections operating below LOS C.

Significant Irreversible Environmental Changes

CEQA Guidelines 21100(b) (2) and 15126.2(b) require that any significant effect on the environment that would be irreversible if the project is implemented must be identified. A project would generally result in a significant irreversible impact if:

- Primary and secondary impacts (i.e., such as roadway improvements which provide access to previously inaccessible areas, etc.) would commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources; and/or
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The Project will result in development of urban uses in areas that are currently vacant or in agricultural production. These urban uses would include both residential and non residential development along with the infrastructure improvements (i.e., roadways, interchanges, pipelines, etc.) necessary to serve new development. Once developed, reversion to a less urban use or open space is highly unlikely.

The irreversible commitment of limited resources is inherent in any development project, or in the case of the Project, cumulative development projects. Resources anticipated to be irreversibly committed over the approximate 20-year life of the Project include, but are not limited to, lumber and other related forest products; sand, gravel, and concrete; petrochemicals; construction materials; steel, copper, lead and other metals; and water. Build-out of the Project represents a long-term commitment to the consumption of fossil fuel oil and natural gas.

Over the long term, development projects pursued consistent with City land use policy will result in the consumption of non-renewable resources such as construction materials and, once projects are operational, the use of energy resources for heating, cooling, cooking, transportation, etc. Although, as part of the Project, the City is considering several policies (summarized below) that

require or encourage conservation and development of renewable energy, this use will have an irreversible effect on such energy resources.

Sustainable Community Element	
Policies designed to support the generation of electricity from renewable local sources such as solar panels, wave and tidal forces, co-generation, and/or wind farms include the following:	
SC-3.5 Alternative Energy for Public Buildings SC-3.8 Use of Solar Electric Generation	SC-3.11 Wind and Tidal Power Generation SC-3.12 Waste Conversion to Energy Facility
Policies designed to support the reduced consumption and reliance upon non-renewable energy sources and encourage energy conservation features in new and existing developments include the following:	
SC-3.1 Ten Percent Ahead of Title 24 SC-3.2 New Residential Development SC-3.3 Municipal Energy Consumption SC-3.4 Promote Energy Reduction Programs SC-3.6 Load Shifting Devices	SC-3.9 Encourage Use of Passive Energy Conservation Design SC-3.10 Promote Voluntary Incentive Programs SC-4.1 Green Building Standards for Developers SC-4.2 Green Development Standards for Public Buildings
Infrastructure and Community Services Element	
Policies designed to support adequate and efficient public utilities that meet the needs of residents of the City include the following:	
ICS-17.1 Electric Facilities ICS-17.3 Promoting Clean Energy ICS-17.4 Service Extension	

CHAPTER 9
Report Preparation

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Report Preparation

City staff and the consulting team that contributed to preparation of the EIR are identified below.

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CHAPTER 10
Sources

CHAPTER 10
Sources

This chapter provides a list of all the printed references used in preparation of the PEIR.

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