

*City of Oxnard*

# **Rio Urbana Project**

*(Tentative Subdivision Map No. 5998)*

*Draft*

## **Initial Study- Mitigated Negative Declaration**

**PZ#17-610-01, 17-620-01,  
17-560-01, 17-300-03,  
17-500-13, 17-500-05**



**July 2019**

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## CITY OF OXNARD CEQA INITIAL STUDY CHECKLIST

**Project Title:** Rio Urbana Project (Tentative Subdivision Map No. 5998)

**Lead Agency Name and Address:**

City of Oxnard  
Community Development Department  
Planning Division  
214 S. C Street  
Oxnard, California 93030

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

Chris Williamson, AICP, Contract Planner  
(805) 385-8156

**Project Location:**

2714 East Vineyard Avenue and Rio School Lane  
Assessor's Parcel Number (APN) 145-0-232-01

**Co-Applicants:**

El Rio School District  
2500 East Vineyard Avenue  
Oxnard, California 93036

The Pacific Companies  
430 East State Street, Suite #100  
Eagle, Idaho 83616

**Project Contacts:**

Tony Talamante, P.E.  
Caleb Roope

**Oxnard General Plan Designation:** SCH – School

**Oxnard Zoning:** N/A – Unincorporated (County of Ventura)

**Project Description:** The proposed project includes demolition of the existing school buildings onsite (formerly El Rio Elementary School) and subdivision of the approximately 10.5 acre parcel into two parcels. The project would develop 167 condominium units in eight, three-story buildings that include a fitness center and 17 low income deed-restricted units on the 9.12-acre parcel, as well as a two-story, 15,100 square foot office building on the 1.12-acre parcel. This office development is intended for use as relocated Rio School District administrative offices. The project would also include widening of Vineyard Avenue, associated parking, open space, landscaping, and amenities for on-site residents. The residential units would be made up of one- to three-bedroom attached units. The residential and office structures would have a maximum height of 38 feet. The residential portion of the project would include 431 parking spaces consisting of 169 resident garages, 163 parking spaces, and 99 guest parking spaces.

The office portion of the project would include 61 standard parking spaces. Resident amenities include a 1,068 square foot recreation pavilion, four refuse structures, seven play areas and a tot lot, and a dog run.

Rio School Lane would be vacated by the County of Ventura with current access and parking for adjoining properties, maintained. The project site would be accessed by three driveways from Vineyard Avenue. Internal circulation would accommodate fire and emergency access, and solid waste collection vehicles.

The project would require the following entitlements:

1. Annexation to the City of Oxnard (PZ 17-610-01)
2. Oxnard General Plan Amendment (PZ 17-620-01) to change the land use designation from School to Commercial General
3. Pre-Zoning to C-2-PD (PZ 17-560-01)
4. Tentative Subdivision Map that creates two parcels (Parcel 1 on 1.12 acres and Parcel 2 on 9.12 acres; PZ 17-300-03) and 167 condominium parcels
5. Special Use Permit (PZ 17-500-05) for development of an office building on Parcel 1
6. Special Use Permit (PZ 17-500-13) for three-story (38 feet high) residential use on Parcel 2
7. Issuance of a Density Bonus (PZ 17-535-02) for provision of three additional units (a 2% density bonus, out of the 20% that is allowable) and reduction in interior yard space from 30 percent to 24 percent

**Surrounding Land Uses and Setting:** The project site is location within the El Rio community in unincorporated County of Ventura north of the City of Oxnard. The site is bordered by the following land uses:

- North – CG- Commercial General, RL-Low Residential
- East – RL-Low Residential; eight-acre greenhouse and agriculture use which is designated in the Ventura County 2014-2021 Housing Element for affordable housing at 20 units per acre
- South – CG- Commercial General
- West – CG-Commercial General, RL-Low Residential

The project site is a 10.49 acre parcel developed with Rio School Lane and vacant buildings (cafeteria, administration, classrooms, and two portable buildings) that were formerly the El Rio Elementary School campus, closed since 2008. Portions of the site are currently utilized as parking and dispatch for school buses and storage.

The project site is shown in the context of the City's planning area boundaries on Figure 1. Figure 2 shows the project site boundary as well as the City's 2030 General Plan land use designations for the site and surrounding properties. Figure 3 shows the project site boundary as well as the existing County of Ventura zoning designations. Figure 4 shows the proposed site plan for the project.

**Other Public Agencies Whose Approval is Required:**

- *Ventura Local Agency Formation Commission* – Annexation to the City of Oxnard, Detachment from County of Ventura
- *California Department of Transportation* – Approval of Vineyard Avenue (State Route 232) improvements

- *Calleguas Municipal Water District and Metropolitan Water District of Southern California– Annexation*
- *Fox Canyon Groundwater Management Agency – Transfer of groundwater well rights/entitlements*
- *Ventura County Watershed Protection District – Stormwater runoff compliance and permitting*

**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21080.3.1?**

[Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.]

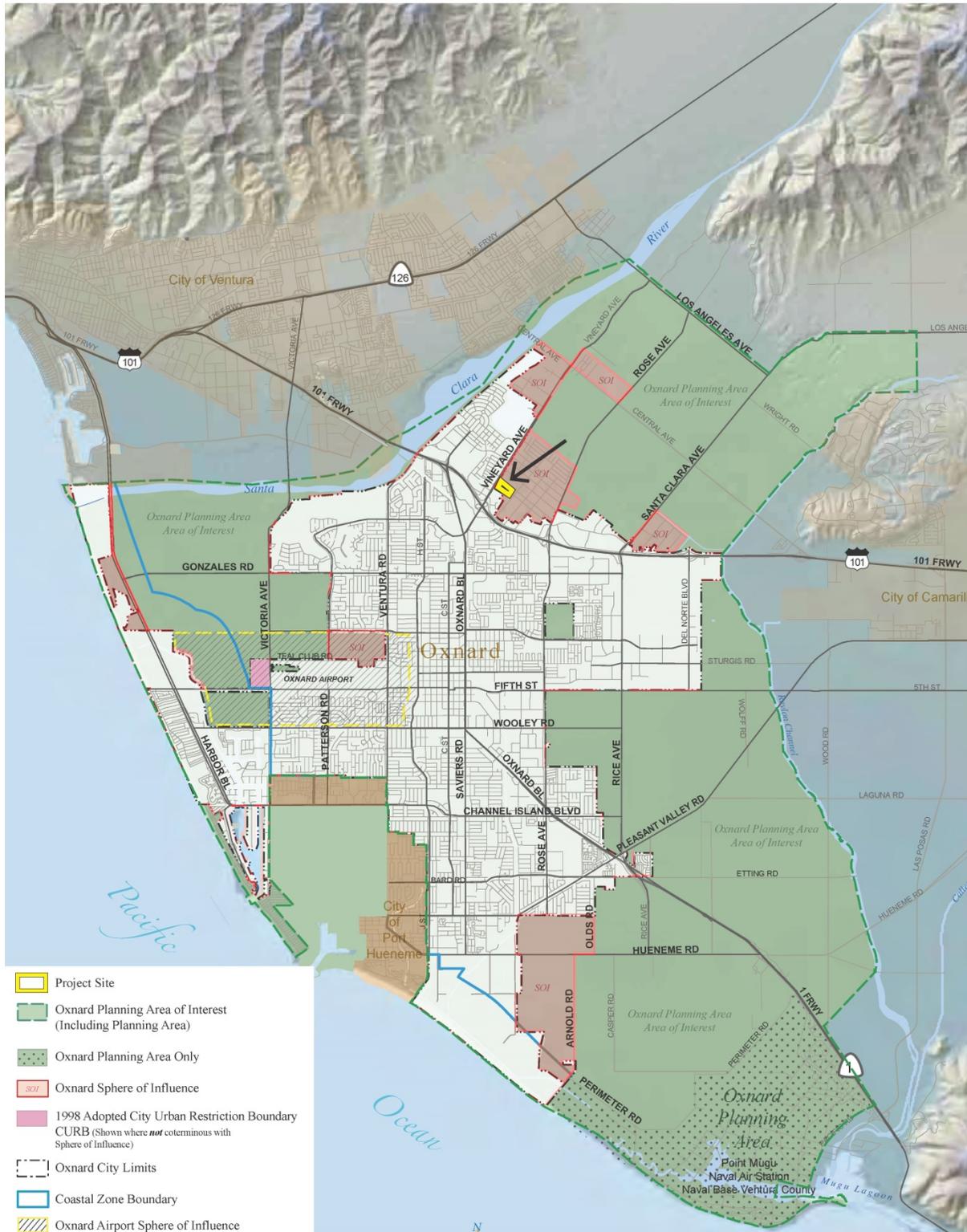
**Project Plans:**

- Tentative Subdivision Map No. 5998
- Civil Site Plan
- Architectural Site Plan
- Project Plans
- Landscape Plan

**Appendices:**

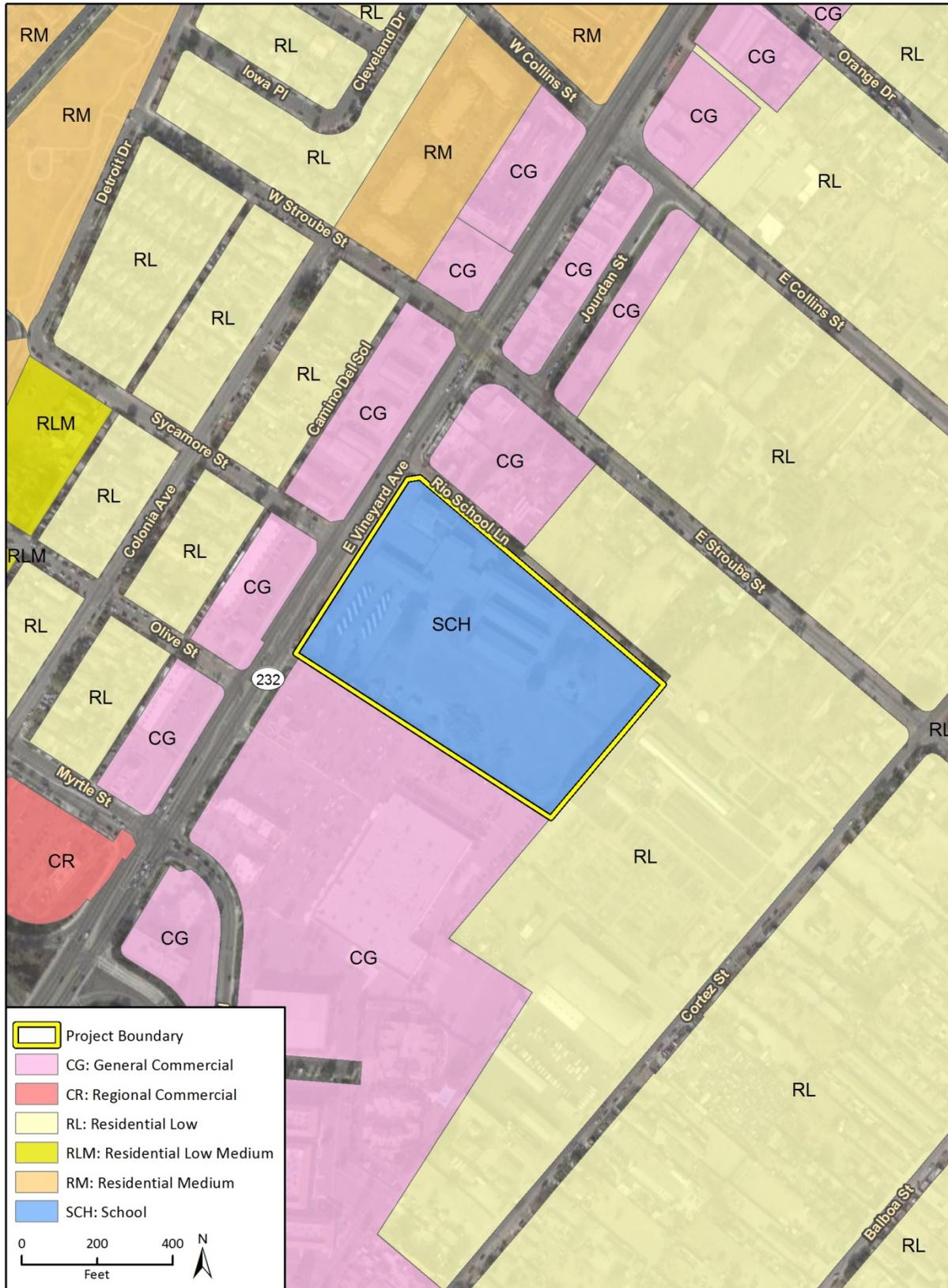
- Appendix A – Air Quality Study
- Appendix B – Health Risk Assessment of Diesel Emissions
- Appendix C – Biological Assessment Report
- Appendix D – Climate Change and Greenhouse Gas Study
- Appendix E – Phase I Cultural Resource Assessment and Paleontological Resources Assessment
- Appendix F – MS4 Compliance and Onsite Drainage Letter
- Appendix G – Noise Study
- Appendix H – Revised Traffic and Circulation Study
- Appendix I – Wet Utility Preliminary Investigation and Domestic Water Supply and Demand Memorandum

Figure 1 Project Location and Planning Area Boundaries



Source: City of Oxnard, 2010.

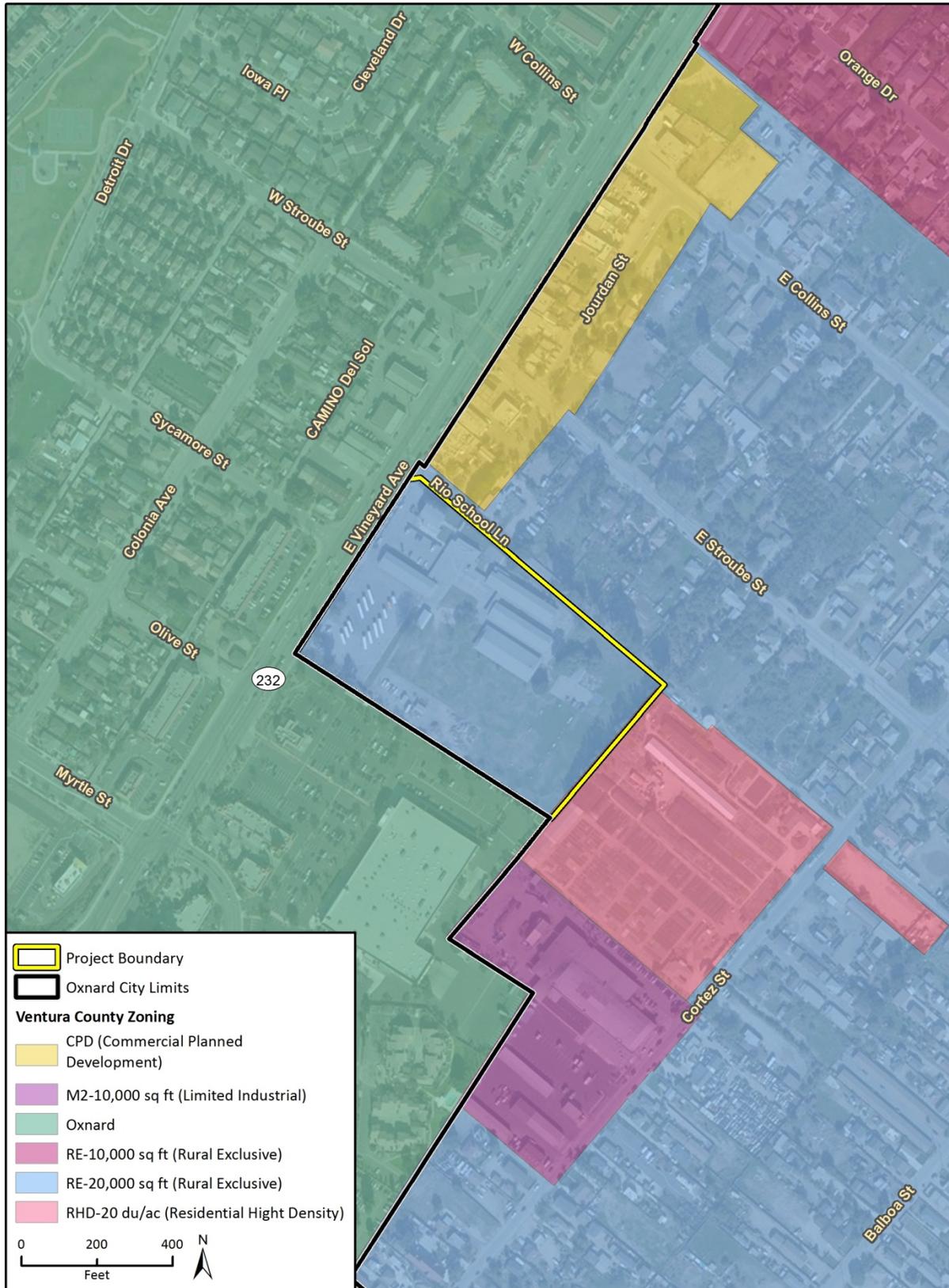
Figure 2 Project Site and City Land Use Designations



Imagery provided by Google and its licensors © 2018.  
 Additional data provided by City of Oxnard, 2011.

Fig 2 Oxnard 2030 GP Land Use

Figure 3 Project Site and Existing County Zoning



Imagery provided by Microsoft Bing and its licensors © 2019.  
Additional data provided by Ventura County, 2018.

Fig 3 Existing Ventura County Zoning

Figure 4 Proposed Site Plan



Source: ktgy Architecture + Planning 2019

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## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

- |  |  |   |   |
|--|--|---|---|
| <input type="checkbox"/> Aesthetics and Urban Design     | <input type="checkbox"/> Climate Change and Greenhouse Gas Emissions                 | <input checked="" type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Population, Education, and Housing |
| <input type="checkbox"/> Agricultural Resources          | <input checked="" type="checkbox"/> Cultural Resources and Tribal Cultural Resources | <input type="checkbox"/> Land Use and Planning                  | <input type="checkbox"/> Public Services and Recreation     |
| <input type="checkbox"/> Air Quality                     | <input type="checkbox"/> Geology and Soils   | <input type="checkbox"/> Mineral Resources                      | <input type="checkbox"/> Transportation and Circulation     |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Hazards and Hazardous Materials                             | <input checked="" type="checkbox"/> Noise                       | <input checked="" type="checkbox"/> Utilities and Energy    |

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature



Date

7.18.19

Printed Name

Isidro FIGUEROA

For

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

refined from the earlier document and the extent to which they address site-specific conditions for the project.

7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance

# ISSUE TOPICS

I. AESTHETICS AND URBAN DESIGN	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project add to or compound an existing negative visual character associated with the project site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Would the project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<hr/>				
1. The project site is currently developed with Rio School Lane and vacant buildings that were formerly the El Rio Elementary School campus. The existing school development does not constitute the type of urban landscape considered an important aesthetic resource in the City’s 2030 General Plan. Therefore, changes to the appearance of the site from surrounding viewpoints due to the project would not result in an adverse effect on a scenic vista. No ocean, mountain, or other identified scenic views are provided from or through the site due to the existing development on the site. Therefore, redevelopment of the project site resulting in greater development density and intensity				

than the existing condition would not have a substantial adverse effect on any identified scenic vistas. This impact would be less than significant.

2. According to the California Department of Transportation (Caltrans) Designated Scenic Highway Route Map for Ventura County, the nearest Eligible State Scenic Highway to the project site is United States Highway 101 (U.S. 101). However, U.S. 101 is not officially designated as a State Scenic Highway and does not provide views of the project site due to intervening development and vegetation. According to Section 5.3.2 of the Background Report for the 2030 General Plan, Vineyard Avenue between Los Angeles Avenue and Patterson Road, from which the project site is visible, is included in the City's designated Scenic Highway/Roadway System. According to 2030 General Plan Goal CD-9.4, View Corridor Preservations, a landscaped buffer corridor of at least 30 feet deep is required along designated scenic corridors and other major transportation corridors. Views of the site from Vineyard Avenue are dominated by the existing development of the former El Rio Elementary School campus and current utilization for school bus parking and storage. No scenic resources are prominently visible onsite from Vineyard Avenue. Additionally, in compliance with 2030 General Plan Goal CD-9.4, the project has been designed with a 30-foot landscaped setback from the public right-of-way on Vineyard Avenue. With this design provision, the project would not result in substantial damage to scenic resources within a state or local scenic route. This impact would be less than significant.
  
- 3,4. The project site currently possesses a generally urban character due to the existing one- and two-story buildings comprising the former El Rio Elementary School campus onsite. The site is located in a developed portion of the County of Ventura's unincorporated El Rio community along East Vineyard Avenue and adjacent to the City of Oxnard, with surrounding uses consisting of various residential and general commercial uses that are similar in character. The proposed condominium residential units and amenities would be a maximum of three stories or 38 feet in height and would provide front, rear, and side setbacks, consistent with the proposed City of Oxnard C-2 zoning designation and R-3 development standards for residential development in the C-2 zone. The office building would be two stories and 35 feet in height. The proposed buildings would be designed to complement the urban character of surrounding uses. The proposed development would also include open space and landscaping features around new buildings to enhance the visual character, pursuant to 2030 General Plan Goal CD-9.4, and is subject to the City's design review process to ensure consistency with the City's goals, policies, and design guidelines. Therefore, as proposed, the project would be visually compatible with the character and quality of the surrounding urban development and consistent with City visual resource policies. This impact would be less than significant.
  
5. The project site currently contains facilities of a former elementary school that provide lighting and potential sources of glare on the site. Nighttime lighting sources also exist along East Vineyard Avenue in the vicinity of the site. New sources of lighting associated with the project would include security and street lighting typical of the surrounding residential and commercial development and would comply with Section 16-320 of the Oxnard Municipal Code, which specifies on-site lighting requirements that are applicable in all zones of the City. Exterior building materials would consist of non-reflective, textured surfaces and non-reflective, glazed glass on the building. The project would not include any sources of high-intensity lighting. As a standard condition of approval, all proposed

lighting would be subject to the City's review and approval process, which would include the preparation of a photometric plan for the project. Due to the existing ambient light conditions in the surrounding area as well on the project site, the proposed use of non-reflective building materials, and compliance with the City's lighting requirements and review processes, the project would not create a source of substantial light or glare that would adversely affect day or nighttime views in the area. This impact would be less than significant.

**Cumulative Impact Analysis:** The project would establish new residential and office uses on a previously developed site in an urban area resulting in no direct or indirect adverse project-level impacts, or contribution to cumulative impacts to aesthetic and visual resources. With incorporation of standard conditions of approval for compliance with City lighting requirements, impacts of the project with respect to glare and lighting would not be cumulatively considerable.

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II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Would the project conflict with existing zoning for agricultural use or an existing Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

1,2. According to the California Department of Conservation (DOC) Ventura County Important Farmland 2016 and Ventura County Williamson Act FY 2015-2016 maps, the project site and surrounding properties consist entirely of Urban and Built-up Land. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or conflict with land placed under an existing Williamson Act contract. There would be no impacts associated with conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, or conflicts with existing zoning for agricultural use or an existing Williamson Act contract.

3. The project would result in new urban development on an infill site that is already developed with urban uses. The site and surrounding properties do not contain any farmland or other agricultural uses. The project would not involve changes that could result in the conversion of off-site farmland to non-agricultural use. There would be no impact.

**Cumulative Impact Analysis:** In 1998, the Save Open Space and Agricultural Resources (SOAR) initiative was adopted establishing the City Urban Restriction Boundary (CURB), which defines the urban development boundary for the City of Oxnard until December 31, 2020, and re-designating all land designated “Agricultural Planning Reserve (AG/PR)” as “Agriculture (AG)”. The SOAR initiative also established a City Buffer Boundary (CBB) which lies outside of the CURB line and is coterminous with the Oxnard Area of Interest. Change to the CURB line or an agricultural land use designation within the CBB generally requires majority approval of Oxnard voters, with some exceptions (City of Oxnard 2011). In compliance with 2030 General Plan Policy CD-6.2, which supports the preservation of the SOAR requirements, the project would preserve agricultural land and uses within the City’s Planning Area by providing for housing on a previously developed site and relieving development pressure beyond the CURB line or on Agriculture-designated lands. As such, the project would not contribute to cumulative impacts to agricultural resources.

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III. AIR QUALITY	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project conflict with or obstruct implementation of the Ventura County AQMP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Would the project create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Setting**

An Air Quality Study was completed for the project by Meridian Consultants, LLC in August 2017 and is included as Appendix A. The Air Quality Study assesses and discusses the potential air quality impacts that may occur with the implementation of the project. The analysis estimates future emission levels resulting from construction and operation of the project, and identifies the potential for significant impacts based on adopted thresholds. An evaluation of the project’s contribution to potential cumulative air quality impacts is also provided in the study. A Health Risk Assessment (HRA) of Diesel Emissions was also completed by Meridian Consultants, LLC in July 2017 and is included as Appendix B. The HRA assesses potential health risk impacts on future residents at the project site from exposure to diesel emissions generated by vehicles on U.S. 101. The AERMOD dispersion model was used to determine concentrations of diesel particulate matter (DPM) on the project site generated on U.S. 101 located approximately 1,000 feet to the south of the project site. The following discussion of air quality setting and impacts is based on the assessment and findings included in the Air Quality Study and HRA.

Federal and State standards have been established for ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead, and particulates less than 10 microns in diameter (PM<sub>10</sub>) and less than 2.5 microns in diameter (PM<sub>2.5</sub>). California has also set standards for sulfates, hydrogen sulfide, vinyl

chloride, and visibility reducing particles. Local air pollution control districts are required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards.

The project site is located in the County of Ventura, adjacent to the City of Oxnard, in the South Central Coast Air Basin (SCCAB). The South Central Coast Air Basin comprises Ventura County, Santa Barbara County, and San Luis Obispo County. The project site is also located in the Ventura County Air Pollution Control District (VCAPCD) boundaries. Air basins in which air pollutant standards are exceeded are referred to as “non-attainment areas.” Ventura County is a non-attainment area for federal eight-hour ozone standard. The County is also a non-attainment area for the State one-hour and eight-hour ozone standards (Final 2016 Ventura County Air Quality Management Plan [2016 AQMP], 2017).

Ventura County Air Pollution Control District is responsible for comprehensive air pollution control in the SCCAB including reducing emissions from stationary, area, and mobile sources. The Ventura County Air Pollution Control Board adopted the 2016 AQMP on February 14, 2017. The 2016 AQMP presents the County’s strategy to attain the 2008 federal eight-hour ozone standard by 2020, as required by the federal Clean Air Act Amendments of 1990 and applicable U.S. EPA clean air regulations. Table 1 includes the current federal and State air quality standards and the attainment status of pollutants.

**Table 1 Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary Standards	Federal Attainment (Y/N)	California Standard	State Attainment (Y/N)
Ozone	8-Hour	0.070 ppm	N	0.070 ppm	N
	1-Hour	-	-	0.09 ppm	N
Carbon Monoxide	8-Hour	9.0 ppm	Y	9.0 ppm	Y
	1-Hour	35.0 ppm	Y	20.0 ppm	Y
Nitrogen Dioxide	Annual	0.053 ppm	Y	0.030 ppm	Y
	1-Hour	0.100 ppm	Y	0.18 ppm	Y
Sulfur Dioxide	Annual	-	-	-	-
	24-Hour	-	-	0.04 ppm	Y
	1-Hour	0.075 ppm	Y	0.25 ppm	Y
PM <sub>10</sub>	Annual	-	-	20 µg/m <sup>3</sup>	N
	24-Hour	150 µg/m <sup>3</sup>	Y	50 µg/m <sup>3</sup>	N
PM <sub>2.5</sub>	Annual	12 µg/m <sup>3</sup>	Y	12 µg/m <sup>3</sup>	Y
	24-Hour	35 µg/m <sup>3</sup>	Y	-	-
Lead	30-Day Average	-	-	1.5 µg/m <sup>3</sup>	Y
	3-Month Average	0.15 µg/m <sup>3</sup>	Y	-	-

Notes: Y = yes, N = no, ppm = parts per million, µg/m<sup>3</sup> = micrograms per cubic meter  
Source: CARB 2017a and VCAPCD 2017

### Ambient Air Quality

To identify ambient concentrations of criteria pollutants, VCAPCD operates eight air quality monitoring stations throughout the County. The monitoring station located closest to the project site and most representative of air quality within the City of Oxnard is the El Rio monitoring station, which is located on the campus of Rio Mesa High School at 545 Central Avenue, approximately 1.75 miles to the north of the project site. Table 2 summarizes the annual air quality data over the past three years of available data for the local airshed (data from 2018 is not yet available).

**Table 2 Ambient Air Quality Data at the El Rio Monitoring Station**

<b>Pollutant</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Ozone, 8-Hour, ppm</b>			
Number of days of State exceedances (> 0.09 ppm)	0	1	1
Number of days of Federal exceedances (> 0.075 ppm)	0	1	1
<b>Nitrogen Dioxide, ppm – Worst Hour</b>			
Number of days of State exceedances (> 0.18 ppm)	0	0	0
<b>Particulate Matter, &lt; 10 microns, µg/m<sup>3</sup></b>			
Number of samples of State exceedances (> 50 µg/m <sup>3</sup> )	6	14	29
Number of samples of federal exceedances (> 150 µg/m <sup>3</sup> )	0	0	1
<b>Particulate Matter, &lt; 2.5 microns, µg/m<sup>3</sup></b>			
Number of samples of federal exceedances (> 35 µg/m <sup>3</sup> )	0	0	4
Notes: ppm = parts per million, µg/m <sup>3</sup> = micrograms per cubic meter			
Source: CARB 2017b			

1. According to the Ventura County Air Quality Assessment Guidelines (VCAPCD 2003), a project must conform to the local general plan and must not result in or contribute to an exceedance of the County’s projected population growth forecast in order to be consistent with the AQMP. According to the California Department of Finance (DOF) population and housing estimates, the City had a total population of 209,879 people and an average household size of 3.97 persons in January 2019. Using the average household size, the 167 proposed condominiums included in the project would accommodate approximately 663 people. This would result in a total population of 210,542 people in the City upon project implementation. VCAPCD’s AQMP considers regional population forecasts developed by the Southern California Association of Governments (SCAG). SCAG’s 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy growth forecast projects a population of 237,300 people in the City in the year 2040. The total population in the City with implementation of the project is within SCAG’s most recent growth projections for the City. As such, the growth forecast is also within the population growth parameters considered in the AQMP, which is updated by the VCAPCD to manage air emissions in the County of Ventura in accordance with local, State, and federal standards. Therefore, development of the project would not obstruct implementation of the AQMP or attainment of State or federal air quality standards resulting in a less than significant impact.
2. Construction emissions would be temporary in nature and would occur within the project area. The primary source of reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), CO, and sulfur oxides (SOX) emissions is from internal combustion of construction equipment exhaust and on-road haul-truck trips, while the majority of particulate matter emissions would occur as a result of fugitive dust emissions generated during grading and excavation activities. Primary sources of PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be clearing activities, excavation and grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed earth surfaces. As detailed in the Air Quality Study for the project, VCAPCD’s Air Quality Assessment Guidelines recommend significance thresholds for projects proposed in Ventura County. Under these guidelines, projects that generate more than 25 pounds per day (lb/day) of ROG or NO<sub>x</sub> are considered to individually and cumulatively jeopardize attainment of the federal ozone standard and thus have a significant adverse impact on air quality. However, VCAPCD’s 25 lb/day threshold for ROG and NO<sub>x</sub> do not

apply to construction emissions because construction emissions are not permanent. Nevertheless, for construction impacts, the VCAPCD recommends imposition of mitigation if emissions of either pollutant exceed 25 lb/day. The VCAPCD requires minimizing fugitive dust through various dust control measures as documented in Rule 55.

As detailed in the Air Quality Study, project construction would generate up to 80.2 lb/day of ROG and 130.2 lb/day of NO<sub>x</sub>. The Air Quality Study assumed development of 182 dwelling units, 15,100 square feet of office space, and 463 parking spaces on the project site. The updated project, as proposed, would result in 15 fewer dwelling units and 32 fewer parking spaces than anticipated in the Air Quality Study. Therefore, the emissions estimates therein are considered a conservative estimate for the project as proposed. The project would be required to implement all applicable standard VCAPCD emissions control measures including dust control measures, such as watering graded areas, covering trucks hauling excavated soil, soil stabilization methods, and street sweeping; and construction equipment controls, such as minimizing idle time, maintaining equipment engines, using alternatively fueled equipment, and minimizing the number of pieces of equipment operated simultaneously. Additionally, all construction activities would be required to adhere to the VCAPCD Rule 50 for Opacity, Rule 51 for Nuisance, and Rule 55 for Fugitive Dust. Compliance with these measures would result in less than significant impacts to air quality associated with project construction emissions.

As detailed in the Air Quality Study, operational emissions associated with the project would be generated by both stationary and mobile sources as a result of normal day-to-day use of the proposed residential units and office facilities. Stationary emissions would be generated by the consumption of natural gas for space and water heating equipment. Mobile emissions would be generated by vehicles traveling to and from the project site. Project-generated operational emissions were estimated based on the proposed land use assumptions and vehicle emissions factors using the California Emissions Estimator Model (CalEEMod). According to the CalEEMod data output for the project (included in Appendix A of the Air Quality Study), project operations would generate up to 12.4 lb/day of ROG and 6.8 lb/day of NO<sub>x</sub>. As discussed above, these emissions estimates are conservative as the project would result in development of fewer dwelling units and parking spaces than development assumed in the Air Quality Study for the project. Furthermore, these emissions would not exceed the VCAPCD significance thresholds of 25 lb/day. Therefore, impacts to air quality associated with new stationary sources of emissions and increased vehicle trips in the area as a result of the project would be less than significant.

3. The SCCAB is currently a nonattainment area for both the federal and State standards for ozone and the State standard for PM<sub>10</sub>. With regard to determining the significance of the project's contribution to air quality violations, the VCAPCD neither recommends quantified analyses of cumulative operational emissions nor provides methodologies or threshold of significance to be used to assess cumulative construction or operational impacts. Instead, the VCAPCD recommends that a project's contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, if implementation of the project would generate operational emissions that exceed the VCAPCD-recommended daily thresholds for project-specific impacts, then the project would also cause a cumulatively considerable increase in emissions for those pollutants for which SCCAB is in nonattainment. As previously discussed,

operational daily emissions associated with the project would not exceed VCAPCD significance thresholds. Therefore, cumulative impacts to air quality would be less than significant.

4. Neither the State of California nor the VCAPCD has developed a quantitative threshold for the purposes of evaluating the health impacts on residential developments from exposure to Toxic Air Contaminants (TAC) emissions associated with a nearby freeway or high-volume roadway. However, in absence of a threshold specific to assessing health impacts from a freeway, the State's significant risk for exposures to carcinogens thresholds of 10 per one million for cancer risk and 1 for hazard index (HI) were determined to be the most appropriate thresholds for use in this HRA analysis for the project. The analysis in the HRA found that the maximum cancer risk at the project site from DPM emissions generated by diesel-vehicle travel along U.S. 101 is 1.06 per 100,000 or 10.6 per one million, exceeding the State significance criteria. Additionally, the maximum non-cancer HI for the project's residents would be 0.18, which would not exceed the State significance criteria.

Project construction would result in short-term emissions of diesel particulate matter (DPM), which consists of exhaust  $PM_{2.5}$  and  $PM_{10}$  and is a TAC. The project would be required to comply with the CARB Airborne Toxic Control Measures' anti-idling measure, which limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles, as well as the required and applicable Best Available Control Technology and the In-Use Off-Road Diesel Vehicle Regulation to avoid and/or reduce emissions of DPM associated with project construction to the maximum extent possible.

During long-term project operations, TACs could be emitted as part of periodic maintenance operations, cleaning, and painting, and from periodic delivery trucks and service vehicles onsite. However, these uses are expected to be occasional and result in minimal exposure to on- and off-site sensitive receptors. Given that the project consists of residential and office uses, the project would not include sources of substantive TAC emissions identified by the VCAPCD- or CARB-siting recommendations.

Therefore, with implementation of the required CARB DPM control measures and minimal sources of TAC emissions associated with project operations, the project would not expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for TACs and would not exacerbate existing environmental conditions associated with DPM emissions at the site from U.S. 101. Impacts would be less than significant.

5. Land uses likely to produce objectionable odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The project would not involve development or operation of any of these types of uses. Potential activities that may emit odors during project construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. VCAPCD Rule 74.2 would limit the amount of ROGs in architectural coatings and solvents. In addition, project construction activities would be required comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with VCAPCD rules and CARB idling limitation, construction activities would not create objectionable odors affecting a substantial number of people. This impact would be less than significant.

**Cumulative Impact Analysis:** The project's contribution to cumulative impacts to air quality is evaluated under issue 3. As previously discussed, air pollutant emissions would be generated by the consumption of natural gas for space and water heating equipment and by vehicles traveling to and from the project site. These emissions would not exceed the VCAPCD significance thresholds of 25 lb/day at the project level and, therefore, were determined to result in a less than significant cumulative impact to air quality.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Wildlife and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Would the project conflict with any local policies or ordinances protecting biological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located in a commercial and urban area dominated by ornamental and ruderal vegetation communities. There are no areas with strictly native vegetation and no drainages or waterways are present on the site. The elevation of the site is approximately 90 feet above mean sea level. The entire property had been previously graded and the terrain is flat.

A Biological Assessment Report (BA) was prepared for the project by BioResource Consultants, Inc. in July 2017 and is included as Appendix C. The BA document describes the existing conditions of biological resources on the project site and provides an analysis of biological resources, including the potential occurrence of special-status species and their habitats, on the site.

1. A large portion of the project site is paved and built out with buildings from the former El Rio Elementary School campus. Vegetation on the site consists mainly of ruderal fields. Ornamental shrubs border most fence lines, buildings, and parking lots on the developed portion of the site. The remainder of the site is also bordered by ornamental trees and shrubs. There are three Heritage trees, as defined by the Ventura County Tree Protection Ordinance, in the more central areas of the site. Heritage trees can be a tree of any species that is 90 inches in circumference for a single trunk. Heritage trees on the project area include a single coast live oak (*Quercus agrifolia*) and two velvet ash (*Fraxinus velutina*). All three of these trees are native and provide nesting habitat for birds. During a site visit for the BA, northern mockingbird (*Mimus polyglottos*) fledglings as well as many other adult birds were observed foraging in two of the Heritage trees. Throughout the area of the site with existing school buildings, house sparrows (*Passer domesticus*) were observed nesting. These birds are not protected by the Migratory Bird Act and commonly harass native birds and take over their active nests. Additionally, an inactive American crow (*Corvus brachyrhynchos*) nest was observed in the larger Heritage velvet ash tree. Courting behavior was observed in the field by Anna's hummingbirds (*Calypte anna*) and Cassin's kingbirds (*Tyrannus vociferans*). Although nesting habitat occurs where tall, dense vegetation occurs on the property, high disturbance in this urban area and disconnect of this property from any wildlife corridors results in low likelihood that a special-status bird would be nesting in marginal habitat on site. Nesting raptors could occur adjacent to the property in eucalyptus trees along Rio School Lane on the northeast border.

The Federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (FGC; §§ 3503, 3503.5, 3511, 3513, and 3800) protect most native birds. In addition, the federal and state endangered species acts protect some bird species listed as threatened or endangered. FGC § 3513 relies on the MBTA by prohibiting any take or possession of birds that are designated by the MBTA as migratory nongame birds, except as allowed by federal rules and regulations promulgated pursuant to the MBTA. In addition, FGC (§§ 3503, 3503.5, 3511, and 3800) further protects nesting birds, including passerine birds, raptors, and state "fully protected" birds. These regulations generally apply during the breeding season, because unlike adult birds, eggs and chicks are unable to escape impacts. FGC § 3503.5 protects birds of prey, and their nests and eggs against take, possession, or destruction.

According to the BA, the project site is not located within any United States Fish and Wildlife Service (USFWS)-designated critical habitat. A review of the California Natural Diversity Database (CNDDB) and other existing records within the vicinity of the site showed 116 species having previously been reported in the area. Of these 116 species, two species, Davidson's saltscale (*Atriplex serenana* var.

*davidsonii*) and Monarch butterflies (*Danaus plexippus* pop. 1), have marginal habitat on the project site. However, due to the high level of disturbance and existing development, these species are unlikely to occur onsite. Therefore, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or USFWS, because no listed species are expected to occur at the project site. Additionally, Heritage trees onsite would be required to be protected in compliance with 2030 General Plan Policy ER-10.2, which is intended to protect certain significant trees on private and public property through replacement or transplantation, as well as the City's Landscape Standards general requirements for the preservation of existing trees. Nevertheless, construction of the project could result in potential impacts to raptors and protected nesting birds located in Heritage trees on the site and in trees near the northeaster boundary of the site. Compliance with mitigation measure BIO-1 would ensure impacts are less than significant.

### **Mitigation Measure**

The following mitigation measures would reduce impacts to a less than significant level.

- BIO-1** Nesting Bird and Raptor Survey and Avoidance. In the event that the proposed action is planned to occur within the general bird nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist. The nesting season is generally considered February 1 through August 31, with a peak from March to June; however, these dates vary by year depending on prey availability, weather, and other factors. In the event an active bird is observed in the habitats to be removed or in other habitats within 100 feet for songbirds and 500 feet for raptors of the construction work areas, all construction work in the suitable habitat or within 100 feet/500 feet of the suitable habitat must be delayed until after September 1st, or surveys must be continued in order to locate any nests. If an active nest is found, clearing and construction within 100 feet/500 feet of the nest shall be postponed until the nest is vacated and juveniles have fledged, and until there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area.
2. A large portion of the project site is paved and built out with buildings from the former El Rio Elementary School campus, and the entire property had been previously graded and the terrain is flat. Riparian vegetation or other sensitive natural community types do not occur on the project site or within the project vicinity. There are no sensitive natural communities identified in plans, regulations, or by regulatory agencies within the project site. The proposed project would have no impact to riparian habitat or other sensitive natural communities.
  3. According to the USFWS National Wetlands Inventory Wetlands Mapper database, no wetlands or other surface waters exist on the project site. Therefore, the project would not result in any impacts to State or federally protected waters.
  4. The project site would not be expected to support wildlife movement due to the disturbed nature of the project site, adjacent urban development, and disconnect from any wildlife corridors.

Additionally, the project would be required to comply with the provisions of the MBTA to avoid potential impacts to migratory birds. Therefore, the project would result in less than significant impacts associated with wildlife migration and use of nursery sites.

5. As previously discussed, the project would be required to ensure that on-site Heritage tree protection occurs in compliance with the requirements of the 2030 General Plan Policy ER-10.2 and the City's Landscape Standards. Therefore, with implementation of the requirements of the Tree Protection Ordinance, the project would result in a less than significant impact associated with conflicts with local policies or ordinances protecting biological resources.
6. According to the Environmental Impact Report for the City of Oxnard 2030 General Plan (2009), no established or planned Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan exists in the City Planning Area, which includes the project site. Therefore, the project would not result in any impact associated with conflict with the provisions of such plan.

**Cumulative Impact Analysis:** Impacts to biological resources in the Planning Area were analyzed by the 2030 General Plan EIR at a programmatic level, including all development facilitated by the 2030 General Plan, and found to be less than significant with implementation of uniformly applied development policies and regulations. The proposed project would have less than significant impacts with respect to biological resources and would be subject to the City's uniformly applied development policies and regulations. Therefore, the project would not contribute to or result in significant cumulative impacts to biological resources.

## V. CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal or reducing greenhouse gas emissions in California?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Climate Change and Greenhouse Gas (GHG) Study was prepared for the project by Meridian Consultants, LLC. in August 2017 and is included as Appendix D. The GHG Study assesses and discusses the potential GHG impacts that may occur with implementation of the project. The analysis in the GHG Study estimates future emission levels at surrounding land uses resulting from construction and operation of the project, and identifies the potential impacts. The findings of the GHG Study are summarized in this section.

### Setting

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34 degrees Celsius (°C) cooler (CalEPA 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) are the GHGs that are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion. CH<sub>4</sub> results from fossil fuel combustion as well as off-gassing associated with agricultural practices and landfills. N<sub>2</sub>O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. According to the CalEPA 2010 Climate Action Team Biennial Report, potential impacts of climate change in California 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 (CalEPA 2010). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, current scientific modeling tools are generally unable to predict what impacts would occur locally with a similar degree of accuracy.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006.” AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels), and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, CARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons of CO<sub>2</sub> equivalents (MMT CO<sub>2</sub>e). The Scoping Plan was approved by CARB on December 11, 2008, and includes GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

In May 2014, CARB approved the 2013 Scoping Plan, the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan defines CARB’s climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in Executive Order (EO) S-3-05. The update highlights California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also illustrates how to align the State’s longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (CARB 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. As with the 2013 Scoping Plan, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) CO<sub>2</sub>e by 2030 and two MT CO<sub>2</sub>e by 2050 (CARB 2017c).

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: [www.climatechange.ca.gov](http://www.climatechange.ca.gov) and [www.arb.ca.gov/cc/cc.htm](http://www.arb.ca.gov/cc/cc.htm).

1. According to the GHG Study for the project, CARB, VCAPCD, and the City of Oxnard have not adopted a numerical GHG significance threshold for land use development projects (e.g., residential/commercial projects). Ventura County is adjacent to the South Coast Air Quality Management District (SCAQMD) jurisdiction and is part of the Southern California Association of Governments (SCAG) region. Given the lack of an adopted VCAPCD numerical significance threshold applicable to this project, the significance of the project is evaluated based on the proposed screening level of 3,000 MT CO<sub>2</sub>e per year established by the adjacent SCAQMD. The GHG Study for the project found that the total project construction emissions would be approximately 713.5 MT CO<sub>2</sub>e per year and construction emissions amortized over 30 years would be approximately 23.8 MT CO<sub>2</sub>e per year. The GHG Study also found that the GHG emissions associated with the project operations would result in 2,184.7 MT CO<sub>2</sub>e per year. The GHG Study assumed development of 182 dwelling units, 15,100 square feet of office space, and 463 parking spaces on the project site. The updated project, as proposed, would result in 15 fewer dwelling units and 32 fewer parking spaces than anticipated in the GHG Study. Therefore, the emissions estimates therein are considered a conservative estimate for the proposed project. GHG emissions associated with project construction and operations would not exceed the screening threshold of 3,000 MT CO<sub>2</sub>e per year and impacts would be less than significant.
- 2,3. The California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance threshold have been formally adopted by a lead agency. This includes evaluating a project's sources of GHG emissions and considering project consistency with applicable emission reduction strategies and goals. As detailed in the GHG Study, the project would be consistent with the policies identified in the City's 2030 General Plan for addressing energy issues of climate change mitigation and adaptation, sea level rise, and energy conservation and generation by incorporating solar panels and implementing features consistent with the latest requirements of the 2016 California Green Building Code. Additionally, as detailed in Table 7 of the GHG Study, the project would be consistent with recommendations presented in the California Climate Action Team Report and the project's post-2020 GHG emissions trajectory is expected to follow a declining trend, consistent with the State's 2030 and 2050 targets. Furthermore, the GHG Study determines that the project would be consistent with the goals of AB 32. The Project would incorporate energy reduction and water conservation measures, identified in the City's 2030 General Plan, that reduce GHG emissions compared to a conventional project of similar size and scope. Additionally, GHG emissions reductions would be achieved through energy-efficient lighting, installation of low-flow appliances, and water conservation.

In summary, the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs or otherwise conflict with the state goal or reducing GHGs in California. The GHG reduction strategies incorporated into the project would ensure that the project would not contribute to or be subject to potential secondary effects of climate change. Impacts would be less than significant.

**Cumulative Impact Analysis:** Development facilitated by the 2030 General Plan would increase overall GHG emissions generated within the City. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHGs in the atmosphere. Projects that exceed the thresholds discussed above would have a significant impact on GHG emissions and climate change, both

individually and cumulatively. As indicated in issue 1, GHG emissions associated with the project would be less than significant. As a result, the project's contribution to cumulative levels of GHGs would not be cumulatively considerable and cumulative impacts to climate change would be less than significant.

VI. CULTURAL AND TRIBAL CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Phase I Cultural Resource Assessment (Phase I) report was prepared by Applied Earthworks, Inc. in August 2017 and is included in Appendix E. The assessment consisted of records searches, Native American coordination, a Phase I survey, and documentation and evaluation of the project site, formerly the El Rio Elementary School campus, to identify any cultural resources present. A Paleontological Resource Assessment technical memorandum (memo) was also prepared by Applied Earthworks, Inc. in August 2017 for the site and is also included in Appendix E. The assessment consisted of a museum records search, a literature and geologic map review, and preparation of the memo, to identify any paleontological resources present on the project site.

1. Generally, a cultural resource is considered historically significant if it is 45 years old or older, meets the requirements for listing on the California Register of Historic Resources (CRHR) under any one of the criteria defined in 14 CCR Section 15064.5, and possesses integrity of location, design, setting, materials, workmanship, feeling, and association. According to the Phase I for the project, one potentially historical cultural resource, the former El Rio Elementary School campus, was identified and documented on the project site. However, based on an evaluation of the school site in the Phase I, the El Rio Elementary School campus meets none of the CRHR significance criteria and is not considered a historical resource under CEQA. Therefore, the project would result in less than significant impacts to historical resources because no historic resources are present on the project site.
- 2, 4. The intensive pedestrian survey conducted for the Phase I failed to identify any prehistoric or historic archaeological resources on the project site. The records search for the Phase I indicated

that an isolated, partial prehistoric Native American burial was uncovered while excavating for a storm drain adjacent to Vineyard Avenue less than a quarter mile from the project site. Therefore, there is potential to encounter subsurface cultural deposits during project construction activities and grading and impacts to such resources would be potentially significant. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonable suspected to overlie adjacent remains until the Ventura County Coroner has determined whether or not the remains are subject to the Coroner's authority, pursuant to Section 7050.5 of the California Health and Safety Code. If the human remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of identification. The NAHC will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Under certain circumstances, as stipulated by CEQA Guidelines Section 15064.5, the lead agency or applicant must develop an agreement with the Native Americans for the treatment and disposition of the remains. Additionally, compliance with mitigation measure CUL-2 would be required to ensure impacts are less than significant.

### **Mitigation Measure**

The following mitigation measure would reduce impacts to a less than significant level.

**CUL-2** A qualified archaeologist shall monitor all project-related ground-disturbing activities. In the unlikely event that potentially significant archaeological materials are encountered during construction, the applicant must comply with State regulations and City's standard condition of approval for handling such resources.

3. Based on the literature review and museum records search results for the Paleontological Resource Assessment for the project, the paleontological sensitivity of the site was determined in accordance with the Society of Vertebrate Paleontology (SVP; 2010) sensitivity scale. The Quaternary alluvium mapped at the surface of the project site was determined to have a low paleontological resource potential because the deposits are likely too young to contain fossilized material. Project-related ground disturbing activities would primarily disturb surface deposits and, therefore, would not result in impacts to paleontological resources. This impact would be less than significant.

**Cumulative Impact Analysis:** Impacts to cultural resources in the Planning Area were analyzed by the 2030 General Plan EIR at a programmatic level, including all development facilitated by the 2030 General Plan, and found to be less than significant with implementation of the City's resource protection policies and regulations. With implementation of mitigation measure CUL-2, the project would have less than significant impacts with respect to cultural resources and tribal cultural resources and would be subject to the City's uniformly applied resource protection policies and regulations. Therefore, the project would not contribute to or result in significant cumulative impacts to cultural resources or tribal cultural resources.

## VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project expose people or structures to inundation by seiche or tsunami?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Would the project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

1a. The Alquist-Priolo Earthquake Fault Zoning Act (1972) requires the delineation of zones along active faults in California in order to regulate development on or near active fault traces to reduce the hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces. According to the City of Oxnard General Plan Background Report (2006), the General Plan Area, including the project site, is not located within an Alquist-Priolo zone. Therefore, the project would not expose people or structures to potential substantial adverse effects involving the rupture of a known Alquist-Priolo earthquake fault. There would be no impact.

1b.-3. The project site is located in a highly active earthquake region of Southern California and thus is subject to various seismic and geologic hazards, including ground shaking, landslide, lateral spreading, subsidence, liquefaction, or collapse. Seismically induced hazards cover a wide area and are greatly influenced by the distance of a site to the seismic source, soil conditions, and depth to groundwater. As with any location in Southern California, in the event of a strong earthquake (magnitude 6.0 to 7.5) originating near the site or a major earthquake (8.0 magnitude) along the San Andreas Fault, damage to onsite structures associated with these hazards could be severe and loss of life could occur.

According to the City of Oxnard General Plan Background Report (2006), there are no known earthquake faults in the City area. However, active and/or potentially active faults are present in the surrounding region, and some of these may extend into the subsurface beneath the General Plan Planning Area that generally extends from Point Mugu to Wells Road.

As part of the Community Development standard permitting procedure and uniformly applied development conditions, the project applicant and/or their contractors shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of the report shall be incorporated into the project as conditions of approval. The report shall be submitted concurrently with plans submitted for review by the Building Official. Additionally, the project would be required to comply with local policies and state regulations regarding building standards, hazard mitigation and seismic safety that would minimize risk and exposure to adverse effects of seismic events. Therefore, with compliance with local and State standards and the application of uniformly applied development conditions and standards, the project would have a less than significant impact associated with hazards of existing geological and soil conditions.

3. Expansive soils are generally clayey causing them to swell when wetted and shrink when dried. Wetting can occur naturally in a number of ways (e.g., absorption from the air, rainfall, groundwater fluctuations, lawn watering, and broken water or sewer lines). In hillside areas, as expansive soils expand and contract, gradual downslope creep may occur, eventually causing landslides. Clay soils also retain water and may act as lubricated slippage planes between other soil/rock strata, also producing landslides, often during earthquakes or when caused by unusually moist conditions.

Expansive soils are also often prone to erosion. Foundations of structures placed on expansive soils may rise during the wet season and fall during the succeeding dry season. Expansive soils can act as

a lubricant when between differing soil/rock strata, which can facilitate movement triggered during heavy rains or earthquakes. According to the County of Ventura Expansive Soils Map, the project site is located in a low expansive soil potential area of Oxnard (Ventura County Resource Management Agency 2010). According to Figure 5-12 of the City of Oxnard General Plan Background Report (2006), the project site is located in an area of low susceptibility to erosion. Therefore, the project would not create substantial risks to life or property due to expansive soils that cannot be addressed through compliance with standard Code requirements and this impact would be less than significant.

4. Seiches are seismically induced waves that occur in large bodies of water, such as lakes and reservoirs. According to the City of Oxnard General Plan Background Report (2006), the City's Channel Islands Harbor and Mandalay Bay could be potentially impacted by seiches. The project site is not in proximity to either of these areas and, therefore, new development and residents on the site would not be at risk of exposure to inundation by seiche. There would be no impact.

A tsunami is a tidal wave produced by off-shore seismic activity. The project site is not located in a tsunami inundation area as shown on the Tsunami Inundation Map of the Oxnard Quadrangle. Therefore, new development and residents on the site would not be at risk of exposure to inundation by tsunami. There would be no impact.

5. As a typical office and residential development on previously developed, flat site, the project would not require dredging or other maintenance activity that is not guaranteed to continue. There would be no impact.

**Cumulative Impact Analysis:** Impacts associated with geology and soils in the City Planning Area were analyzed by the 2030 General Plan EIR and found to be less than significant after implementation of uniformly applied development policies and regulations. The project would result in less than significant impacts with regards to geology and soils on and in the vicinity of the project site and would be required to comply with the City's uniformly applied development policies and regulations. Therefore, the project would not result in or contribute to cumulative impacts associated with geology and soils.

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VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1,2. The project would use normal and nominal amounts of hazardous materials during construction of the project as well as using household cleaners in during operation of the development with use of normal amounts of hazardous materials for maintenance of machinery used onsite, such as forklifts and trucks. No routine disposal of hazardous materials is proposed. Therefore, the project would not create a significant hazard to the public or the environment through a foreseeable upset or accident, or the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.</p>				

3. The project site currently contains facilities of the former El Rio Elementary School. However, the school has not been in operation for a number of years and these facilities would be demolished as part of the project. The nearest operational school to the project site is Rio del Mar Elementary School, located at 3150 Thames River Drive, approximately one-half mile north of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in one-quarter mile of an existing or proposed school, and there would be no impact.
4. In order to evaluate hazardous materials records located on the project site or adjacent to the project site, the State Water Resources Control Board GeoTracker database, and the Department of Toxic Substances Control EnviroStor database and Cortese List were reviewed in May 2018. Review of these resources indicates that the project site is not located in a site that is considered to contain hazardous materials pursuant to Government Code Section 65962.5. Two leaking underground storage tank (LUST) cleanup sites (T.W. Brown Oil Co [T0611100270] and Rio School Dist-Maintenance Yd [T0611101240]) are identified on East Vineyard Avenue, adjacent to the western boundary of the project site. However, the T.W. Brown Oil Co site has a Completed- Case Closed as of 8/29/1989 status and the Rio School Dist-Maintenance Yd site has a Completed- Case Closed as of 1/16/2001 status. Therefore, these sites would not present a substantial hazard to the public or environment and this impact would be less than significant.
5. The project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The design of new access points would be reviewed and approved by the City of Oxnard Fire Department to ensure that emergency access meets City standards. Therefore, impacts would be less than significant.

**Cumulative Impact Analysis:** Impacts associated with hazards and hazardous materials in the City Planning Area were analyzed by the 2030 General Plan EIR and found to be less than significant after implementation of uniformly applied development policies and regulations. The project would result in less than significant impacts with regards to hazards and hazardous materials and would be required to comply with the City's uniformly applied development policies and regulations. Therefore, the project would not result in or contribute to cumulative impacts associated with hazards and hazardous materials.

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project cause a violation of any adopted water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project 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 (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

1. The Ventura County Watershed Protection District, County of Ventura, and the cities of Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, San Buenaventura, Santa Paula, Simi Valley, and Thousand Oaks have joined together to form the Ventura Countywide Stormwater Quality Management Program and are named as co-permittees under a revised countywide municipal NPDES permit for stormwater discharges issued by the Regional Water Quality Control Board in 2010 (Order R4-2010-0108). Under Order R4-2010-0108, the co-permittees are required to administer, implement, and enforce a Stormwater Quality Management Program to reduce pollutants in urban runoff to the maximum extent practicable. Accordingly, the project would be required by uniformly applied regulations and conditions of approval to comply with Clean Water Act National Pollutant Discharge Elimination System (NPDES) requirements. Compliance with the Oxnard building permit would require the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMP). The BMPs would include measures that would be implemented to prevent discharge of eroded soils from the construction site and sedimentation of surface waters offsite. The BMPs would also include measures to quickly contain and clean up any minor spills or leaks of fluids from construction equipment. Given the relatively flat topography of the site, distance from surface waters, the minimal grading and excavation required for construction, and implementation of the required SWPPP, construction of the project would not violate any water quality standards or waste discharge requirements. This impact would be less than significant.
2. As with the existing school district facilities on the site, the proposed development would include a connection to the municipal water supply system to provide potable water to the residential and office uses within the project. The following paragraphs provide a brief summary of groundwater resources and their regulation in the area. More detail regarding the planning and regulation of water service, is provided below in Section XVI Utilities and Energy.

Groundwater within the Oxnard Plain and throughout the region is under the management of the Fox Canyon Groundwater Management Agency (FCGWMA). The FCGWMA was created in 1982 by the California Legislature via the Fox Canyon Groundwater Management Agency Act [AB-2995] for the express purposes of regulating, conserving, managing, and controlling the use and extraction of groundwater to help preserve resources, and to counter seawater intrusion beneath the Oxnard Plain. The regulations of FCGWMA, which restrict groundwater withdrawals, apply to all groundwater users within its jurisdiction. These users include agricultural activities, industrial users, and municipal governments such as the City of Oxnard. The City will provide water to the proposed Rio Urbana development, and approval of the project will be subject to the provisions of the City of Oxnard Municipal Code Chapter 22: Water, as well as to the FCGWMA and other requirements. The City has a “net-zero” policy with respect to new development, which requires a proposed development to provide and transfer any necessary groundwater allocation to the City (subject to FCGMA approval) or contribute to City programs designed to offset potable water use. This policy was confirmed in a report to the City Council on October 19, 2009, and is incorporated into the City’s Urban Water Management Plan (UWMP; Oxnard 2016:Section 8.4.1), and other plans. Section XVI Utilities and Energy provides more detail regarding the provision of water service; and the key conclusion from that discussion is that the identified mitigation measures, which would implement

these existing requirements, would serve to mitigate the potential effects of the project on regional groundwater supplies.

With respect to potential localized effects on groundwater, Section 22-100 of the Oxnard Municipal Code requires that any existing water rights; groundwater pumping allocations from FCGWMA; and all wells, mains, easements and water production equipment or facilities, be assigned and transferred to the City of Oxnard. In addition, provisions of Article VII of the Municipal Code (starting at Section 22-110) regulate all well operations and require the destruction of any abandoned wells (Section 22-123). Because of these requirements, any wells that exist on the property and which may have been used in the past to serve the school facilities could not be used to serve the proposed development directly. For this reason, the project would not have any localized effects on groundwater withdrawals and would not adversely affect any other wells in the vicinity.

3. During operations of the project, surface water discharge would include minimal amounts of stormwater runoff generated during precipitation events. However, according to a letter prepared by Jensen Design & Survey, Inc. in January 2017 assessing required Ventura County Municipal Separate Storm Sewer Systems (MS4) permit compliance and on-site drainage, the project would increase stormwater flows on the project site. The MS4 compliance and drainage letter is included in Appendix F of this Initial Study.

Given the nearly flat topography of the site, and landscaped and open space areas incorporated into the project design, precipitation would be expected to infiltrate or evaporate onsite more so than sheet flow over land and discharge offsite at substantial rates or volumes. The project would continue to use the existing stormwater system that is connected to the city's storm sewer system and consistent with applicable development standards and permits. The project would be subject to the requirements of a Ventura County MS4 permit. Site-specific BMPs would be designed by the contractor in compliance with all applicable regulations and conditions of the MS4 permit. More specifically, stormwater runoff would be directed to multiple inlets throughout the project site that connect to the onsite drainage system. The two proposed parcels (residential and office) would have individual drainage systems, a pollutant trap and separation unit, and an infiltration basin. Low flows entering the inlets would be routed through the separation unit before entering an infiltration basin. High flows that exceed the required volume of infiltration would be routed through the infiltration basin and released to the 54-inch City storm drain located in Vineyard Avenue. According to the MS4 compliance and drainage letter prepared for the project, this drain currently possesses excess capacity that would be sufficient to accommodate increased stormwater flows as a result of the project. The project would not include any unique components that would impact stormwater runoff quality. The project would also be required to comply with all requirements for a watercourse permit for potential project drainage effects on flows in the El Rio Drain, as implemented by the Ventura County Watershed Protection District, County of Ventura, and the City. Operation of the project would not be expected to violate any water quality standards or waste discharge requirements. The project would have less than significant impacts on water quality standards and discharge requirements.

- 4,5. The project site is located in an area mapped by the Federal Emergency Management Agency (FEMA) as Zone X, Area of Minimal Flood Hazard. The project site is not located in a 100-year flood

hazard area. Additionally, the project site is an already developed site with existing structures. Redevelopment of the site for the project would not introduce any features or components that would impede or redirect flood flows such that it would increase on- or off-site flood potential. Impacts would be less than significant.

6. According to the Safety and Hazards chapter of the City of Oxnard General Plan Background Report (2006):

“Several dams are located at least 35 miles to the east and northeast of the city of Oxnard within Ventura and Los Angeles Counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. The major threat to Oxnard is upstream along the Santa Clara River corridor. Although the potential for a dam failure is considered low, should one or more of these dams fail, the entire city is located within the Dam Inundation Zone, also called Dam Failure Hazard Area. Damage to the city could be in the form of a wall of fast-moving water, mud, and debris.”

While potential failure of any of these dams could cause inundation of the City, including the project site, the Ventura County Hazard Mitigation Plan (2010) states that the probability of dam failure inundation is unknown, but would be the result of certain types of extreme storm events. The project would not exacerbate the potential for levee or dam failure and project-related impacts in relation to levee or dam failure would be less than significant.

7. Seiches are seismically induced waves that occur in large bodies of water, such as lakes and reservoirs. According to the City of Oxnard General Plan Background Report, the City’s Channel Islands Harbor and Mandalay Bay could be potentially impacted by seiches. The project site is not in proximity to a large body of water. Therefore, seiches are a not a risk to the project site. No impacts would occur.

A tsunami is a tidal wave produced by off-shore seismic activity. The project site is not located in a tsunami inundation area as shown on the Ventura County Multi-Jurisdictional Hazard Mitigation Plan Update, and would not be subject to inundation by tsunami (County of Ventura 2010). No impacts would occur.

The project site is not located in an earthquake-induced landslide zone (California Geological Survey 2002). Landslides and mud flows are most likely to occur on or near a slope or hillside area, rather than in generally level areas, such as the project site. Mud flows would not be a risk to the project. No impacts would occur.

**Cumulative Impact Analysis:** Impacts to hydrology and water quality as a result of development in the City Planning Area facilitated by the 2030 General Plan were analyzed by the 2030 General Plan EIR and found to be less than significant after implementation of uniformly applied development policies and regulations. The project would result in less than significant impacts with regards to hydrology and water quality and would be required to comply with the City’s uniformly applied development policies and regulations. Therefore, the project would not result in or contribute to cumulative impacts associated with hydrology and water quality.

X. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project involve land uses that are not allowed under any applicable airport land use compatibility plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Would the project physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. The project would involve demolition of the existing campus for the former El Rio Elementary School and the construction of 167 condominium residential units and a 15,100-square-foot office building. The project site lies within the County of Ventura’s unincorporated community of El Rio, which is in the City of Ventura’s Sphere of Influence (SOI). The City currently designates the project site its former for school use. The entitlements requested by the project applicants include:

1. Annexation to the City of Oxnard (PZ 17-610-01)
2. Oxnard General Plan Amendment (PZ 17-620-01) to change the land use designation from School to Commercial General
3. Pre-Zoning to C-2-PD (PZ 17-560-01)
4. Tentative Subdivision Map that creates two parcels (Parcel 1 on 1.12 acres and Parcel 2 on 9.12 acres; PZ 17-300-03) and 167 condominium parcels
5. Special Use Permit (PZ 17-500-13) for development of an office building on Parcel 1;
6. Special Use Permit (PZ 17-500-05) for residential use on Parcel 2
7. Issuance of a Density Bonus for provision of three additional units and reduction in interior yard space from 30 percent to 24 percent

The City’s Commercial General land use designation allows retail centers and free-standing commercial uses along arterials, and residential uses up to 18 dwelling units per acre and office use not to exceed a floor area ratio (FAR) of 0.35 to 1. The C-2 General Commercial zoning allows for professional and business offices, with the Planned Development (PD) designation permitting the development of multifamily residential uses in conformance with the City’s 2030 General Plan. Based on the area of the parcel for the residential uses (approximately 9.12 acres), the Commercial

General land use designation would permit up to 164 dwelling units. With the approval of Density Bonus for providing 17 (10 percent of units) low income deed-restricted households, the project would be permitted to construct up an additional 20% or 30 units. Only 3 additional units are requested, however, for a total of 167 residential units. One additional concession, allowed by state and local codes would reduce the interior yard space from 30 percent to 24 percent on the project site. Construction of 167 residential units and a 15,100-square-foot office building as proposed by the project both would be consistent with the City's land use designation for the site if changes from SCH to Commercial General as proposed.

The project would be designed in accordance with the City's Zoning Code development standards to ensure massing and scale compatibility with surrounding uses. The office building would be two stories and consistent with the maximum building height of 35 feet, as well as with the minimum front, rear, and side setbacks permitted by the C-2 zoning designation. The residential buildings would be three stories (38 feet) in height, with review and approval of the requested Special Use Permit. The project incorporates a 30-foot landscaped setback along East Vineyard Avenue, in accordance with 2030 General Plan Policy CD-9.4, to provide a landscaped buffer along this City-designated scenic corridor. As such, implementation of the project would not conflict with the City's 2030 General Plan or zoning code. The project would introduce multifamily residential and commercial office uses that have been designed for visual compatibility and consistency with the surrounding land uses. Impacts would be less than significant.

2. The nearest airport to the project site is the Oxnard Airport, located approximately three miles southwest of the site. The Oxnard Airport Sphere of Influence (SOI) is a designated area for the coordination and review of land use proposals which may affect or be affected by the operations of the Oxnard Airport. The project site is outside of the Airport SOI. Therefore, the project would not result in any impact associated with land uses that are not allowed under an applicable airport land use compatibility plan.
3. According to the City's 2030 General Plan (2009), there is no established or planned Habitat Conservation Plan or Natural Communities Conservation Plan in or near the City's Planning Area, which includes the project site. Therefore, the project would have no impact associated with conflict with such a plan.
4. The proposed residential and office development would occur on a site developed with a former school and surrounded by residential and commercial uses. Therefore, the project would serve to extend similar surrounding uses and would not divide an established community. This impact would be less than significant.

**Cumulative Impact Analysis:** Impacts associated with land use and planning in the City Planning Area were analyzed by the 2030 General Plan EIR and found to be less than significant with implementation of uniformly applied development policies and regulations. The project would result in less than significant impacts with regard to land use and planning and would be required to comply with the City's uniformly applied development policies and regulations. Therefore, the project would not result in or contribute to cumulative impacts associated with land use and planning.

XI. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project result in the loss of availability of a known mineral resource of value to the region or state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1.2. According to the Background Report for the 2030 General Plan, important mineral/sand/gravel deposits are primarily located along the Santa Clara River channel, along the U.S. 101 corridor, and along the eastern edge of the City. The project site is located in the City’s Non-designated Mineral Resource Zone-2 (MRZ-2), indicating that mineral deposits may be present in the area. However, policies in the Ventura County Mineral Resource Management Plan establishing land use controls that allow for flexibility for mineral extraction do not apply because the site is not in an officially designated MRZ-2 area. Therefore, the project would not result in the loss of availability of a known mineral resource that is of known value to the region or the State, or loss of a designated locally important mineral resource recovery site. Impacts would be less than significant.

**Cumulative Impact Analysis:** Impacts to mineral resources in the City Planning Area were analyzed by the 2030 General Plan EIR and found to be less than significant with implementation of uniformly applied development policies and regulations. The project would result in less than significant impacts to mineral resources and would be required to comply with the City’s uniformly applied development policies and regulations. Therefore, the project would not result in or contribute to cumulative impacts to mineral resources.

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XII. NOISE	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project generate or expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Would the project expose non-human species to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1. The Noise Study for the Rio Urbana Project (Noise Study), prepared by Meridian Consultants in May 2018, is included as Appendix G of this Initial Study. This study provides background information on noise and how it is measured and described. The Noise Study also provides quantitative estimates of potential noise effects of the proposed project based on criteria in use by the City of Oxnard. Material from the Noise Study, as well as additional information from other City documents is summarized in the following paragraphs.

The proposed multi-family residences within the project and existing detached single family homes and mobile homes to the northeast in the Rio neighborhood are noise-sensitive land uses. The Oxnard 2030 General Plan Goals & Policies (Oxnard December 2016:Goals SH-5 and SH-6) include the City's noise goals and policies for maintaining appropriate noise levels in residential and other

land uses within the City. Two different specific standards or criteria are described in the City of Oxnard CEQA Guidelines related to acceptable noise levels in various land use types (Oxnard May 2017:Section 12.3). These noise criteria are found (1) in the Oxnard General Plan Draft Background Report and (2) in the City's noise ordinance, Section 7-185 Exterior Noise Standards.

From the General Plan Draft Background Report, the maximum Community Noise Equivalent Level (CNEL) considered "normally acceptable" for single family and mobile home land uses is 60 decibels (dBA), and for multi-family land uses the CNEL limit is 65 dBA (Oxnard April 2006:Table 6-4). CNEL is a 24-hour average noise level, and is often used interchangeably with the Day-Night Average Noise Level (Ldn). The City's use of the CNEL standards in this manner is consistent with many other agencies and local governments (see Figure 6 in the Noise Study for the Rio Urbana Project.) These limits or criteria are intended to be applied to the evaluation of noise from all sources and how it affects the various land uses. Thus, these criteria are commonly used in evaluating noise from roadways, airports and aircraft overflights, rail operations, and similar sources.

In assessing the significance of noise level increases caused by a project – such as long-term increases in noise due to project-generated traffic, the Oxnard CEQA Guidelines reference criteria used by the Federal Transit Administration. For typical urban areas where existing noise levels range from 55 to 65 dBA (measured either as Ldn or Leq), a project-generated increase of from 2-3 dBA would be considered allowable. If existing noise levels are already excessive, then a more stringent increase of 1 dBA is applied up to 74 dBA. And if existing noise levels already exceed 75 dBA, then any increase is considered a significant impact (Oxnard May 2017:Table 5).

The City's noise ordinance uses a different approach to setting noise standards for various land uses. The ordinance is part of the City's process for regulating nuisances, and applies to the generation of noise from specific activities. For residential uses, the maximum allowable exterior sound level during daytime hours (7:00 a.m. to 10:00 p.m.) is 55 dBA, and for nighttime hours (10:00 p.m. to 7:00 a.m.), the limit is 50 dBA. In this context, the stated noise levels are One-hour Equivalent Noise Levels (Leq), not 24-hour averages. The noise ordinance itself has more details, including various adjustments for the presence of impulse sound and for various short-term exceedances. The ordinance also includes several exemptions, one of which applies to construction activities as long as specific days and hours are followed. For this reason, the City of Oxnard CEQA Guidelines suggests, "...construction related noise be considered 'substantial' only in unusual circumstances..." (Oxnard May 2017:page 57).

The Noise Study for the Rio Urbana Project describes the project, addressing both construction related noise and increases in traffic noise levels after the project is completed. Construction related effects are addressed in issues 2 and 3 below.

Traffic noise levels are computed in Table 5 (existing) and Table 9 (existing plus project) of the Noise Study for the Rio Urbana Project, which is Appendix G of this Initial Study. Aspects of the presentation in Tables 5 and 9 of the Noise Study may be confusing because it lists CNEL values for "AM" and "PM" time periods. As noted above, CNEL is a 24-hour noise descriptor so it does not apply to morning or afternoon periods – it represents the average for an entire day. The "AM" and "PM" periods are identified in Table 9 because the morning and afternoon peak hour traffic volumes were used, in turn, to estimate the Average Daily Traffic (ADT) volumes for the noise model work. Thus, slightly different results of CNEL were obtained reflecting the use of either morning or

afternoon peak hour volumes to estimate the ADT values used in the model work. Additionally, the noise estimates in the Noise Study are based on traffic generated by development of 182 dwelling units and 15,100 square feet of office space. The updated project, as proposed, would result in 15 fewer dwelling units, and thus fewer vehicle trips, than anticipated in the traffic and noise analyses for the project. Therefore, noise estimates herein are considered conservative estimates for the project as proposed. Excerpts from Table 9 in the Noise Study for the Rio Urbana Project are summarized here in Table 3. All of the noise levels shown in Table 3 are CNEL values computed for a distance of 75 feet from the center of the identified roadway.

**Table 3 Summary of Existing Plus Project Traffic Noise Levels**

Street	Intersection No. – Location of segment	Existing Noise Level	Existing Plus Project Noise Level	Change
Vineyard Ave.	1 North of E. Stroube St.	65.3 dBA	65.4 dBA	0.1 dBA
Vineyard Ave.	1 South of E. Stroube St.	65.2 dBA	65.3 dBA	0.1 dBA
Vineyard Ave.	2 North of Rio School Lane	65.6 dBA	65.6 dBA	0.0 dBA
Vineyard Ave.	3 South of Rio School Lane	65.6 dBA	65.7 dBA	0.1 dBA
Stroube St.	1 East of Vineyard Ave.	49.6 dBA	49.8 dBA	0.2 dBA
Stroube St.	1 West of Vineyard Ave.	47.0 dBA	47.0 dBA	0.0 dBA
Rio School Lane	2 East of Vineyard Ave	39.9 dBA	44.4 dBA	4.5 dBA

Source: Meridian Consultants, Inc. Noise Study for the Rio Urbana Project, Table 9, May 2018. Noise levels recorded on July 6, 2017

Note from Meridian Consultants, Inc. Noise Study: Roadway noise levels are modeled 75 feet from the center of the roadway.

Most of the intersections and roadway segments analyzed in the Noise Study for the Rio Urbana Project are located at some distance from the project site itself and are not representative of the residential neighborhood generally between Rio School Lane and Stroube Street. Table 3 above includes only those intersections potentially impacted by project traffic that are located generally near existing residential neighborhoods.

For the intersections where the existing CNEL value exceeds 65 dBA, the increase due to project traffic would be much less than 1 dBA. The only substantial increase in roadway noise levels caused by the project would be along what is now Rio School Lane that would serve as the primary access to the proposed development. Although the increase in traffic noise here would be about 4.5 dBA, the resulting CNEL values would still be relatively low (less than 45 dBA) in areas removed from Vineyard Avenue. For example, the existing residences on the north side of Rio School Lane closest to Vineyard Avenue are about 200 feet from the center of Vineyard Avenue. At this distance, the “Existing Plus Project” CNEL value would be reduced from 65.6 dBA to approximately 60 dBA. Areas closer to Vineyard Avenue would experience higher noise levels, but the added effect of project traffic would be much less in these areas. The primary concern in this respect would be the residences proposed within the project itself, specifically those in residential Building 2 (south of Rio School Lane) 65.6 that would be about 86 feet from the center of Vineyard Avenue. At this distance, the existing CNEL from Vineyard Avenue would be about 64.7 dBA, and the existing plus project CNEL would be 64.8 dBA. This result is right at the limit considered acceptable for multi-family residential uses, and exterior living areas would exceed 65 dBA. Although the increases in noise would be relatively minor, the proposed development would lead to small increases in traffic related noise levels in areas where existing noise levels already exceed and mitigation would be required to reduce potential impacts to nearby sensitive receptors to a less than significant level.

## Mitigation Measure

The following mitigation measures would reduce potential impacts related to the exposure of people to excessive noise levels to a less than significant level. Equivalent design measures may be substituted as long as the identified performance standard is met.

**N-1(a) Building Material Guidelines.** The living areas for all residences located within 75 feet of the Vineyard Avenue shall be constructed to include sufficient noise attenuation to reduce interior noise levels to a CNEL of 45 dBA. This performance standard requires an exterior-to-interior noise reduction of 20 dBA or more. This would typically require the use of double-paned windows on all windows that are exposed to traffic noise. Such windows should have a minimum laboratory standard transmission class (STC) of 37. The glass shall be sealed into the frame in an airtight manner with a non-hardening sealant or a soft elastomer gasket, or gasket tape. The window frames shall be correctly installed into the wall and insulated to avoid any air gaps. The total area of glazing facing Vineyard Avenue in rooms used for sleeping on the upper floors shall not exceed 20 percent of the wall area. Solid-core doors shall be used for those doorways facing Vineyard Avenue and walls should be insulated in conformance with California Title 24 requirements. Exterior wall material shall be stucco, or other surface with an STC rating of at least 45.

**N-1(b) Building Design.** The living areas shall contain forced air ventilation. All duct work for ventilation shall include noise louvers at the exterior outlet and/or duct outlets shall be directed either opposite to or perpendicular to Vineyard Avenue. Upper level patio/deck areas shall not be positioned facing the Vineyard Avenue for residences along the western site boundary.

2. Ground vibration is discussed in the *Noise Study for the Rio Urbana Project*. The study focused on three existing residences near the project site that are representative of residences in the vicinity. Due to the relatively short distances separating these residences from the project site, construction noise levels from the proposed development would cause increases ranging from about 9 dBA to 21 dBA over short periods of time. As described above, the City of Oxnard Noise Ordinance includes an exemption for construction activities during normal working hours. Even with this exemption, the construction noise from the proposed development is considered a potential significant impact that warrants mitigation. Specific mitigation measures to reduce construction noise levels are listed below.

No mitigation measures are necessary related to ground vibration, since the Noise Study for the Rio Urbana Project concludes that ground vibration from construction activities would remain well below the criteria used. Specifically, the construction activities are estimated to cause peak particle velocities (PPV) of 0.021 inches per second at the nearest residences, which is well below the criterion of 0.5 inches per second for PPV.

## Mitigation Measure

To reduce the effects of construction activity noise to a less than significant level, the following mitigation measure would be required:

**N-2** Construction Noise Levels. For all construction-related activities, noise-attenuation techniques shall be employed as needed to ensure that noise remains as low as possible during construction, specifically at REC-1 through REC-3. The following noise-attenuation techniques shall be incorporated into contract specifications to reduce the impact of construction noise:

- Ensure that construction equipment is properly muffled according to industry standards and in good working condition.
  - Place noise-generating construction equipment and locate construction-staging areas away from sensitive uses, where feasible.
  - Schedule high noise-producing activities between the hours of 7:00 AM and 5:00 PM to minimize disruption on sensitive uses.
  - Implement noise attenuation measures to the extent feasible, which may include but are not limited to temporary noise barriers or noise blankets around stationary construction noise sources.
  - Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
  - All stationary construction equipment (e.g., air compressors, generators, impact wrenches, etc.) shall be operated as far away from residential uses as possible and shall be shielded with temporary sound barriers, sound aprons, or sound skins.
  - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
  - Clearly post construction hours, allowable workdays, and the phone number of the job superintendent at all construction entrances to allow for surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.
3. Temporary increases in noise levels caused by the project would occur due to construction activities. This potential impact is discussed above in issue 2.
  4. The project is not expected to cause any significant permanent increases in noise levels. Increases in traffic noise levels due to the project are discussed in issue 1 above, and are considered to be a less than significant impact.
  5. As discussed in the Land Use and Planning section, the project site is located outside of the Oxnard Airport Sphere of Influence. The project site is located approximately two miles from the nearest points of the 60 dBA CNEL contours associated with the Oxnard Airport (to the southwest) and about three miles from the nearest extent of the 60 dBA CNEL contour from the Camarillo Airport (to the east-southeast) (Ventura County Department of Airports August 2004:Exhibit D-4, and Ventura County Airports Land Use Commission July 2007:Exhibit E-3). This project site is also located more than five miles from Naval Base, Ventura County at Point Mugu. Therefore, the project would not result in exposure of people residing or working in the project area to excessive noise levels associated with nearby airports. There would be no impact.
  6. There are no listed endangered or threatened species within the project site, and the proposed development would not subject any sensitive biological species to noise levels beyond those

common in urban neighborhoods. Additionally, the project would be required to implement mitigation measure BIO-1 to reduce and/or avoid potential impacts to nesting birds and raptors. For this reason, potential effects related to this issue would be less than significant.

**Cumulative Impact Analysis:** Impacts associated with noise generated by all development facilitated by the 2030 General Plan were analyzed by the 2030 General Plan EIR and found to be significant for which an overriding consideration was adopted. The project would have less than significant impacts with respect to noise with implementation of mitigation measure N-2, and would be subject to the City's uniformly applied resource protection policies and regulations. Therefore, the project would not contribute to or result in significant cumulative impacts to noise.

XIII. POPULATION, EDUCATION, AND HOUSING	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Would the project result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Would the project directly or indirect interfere with the operation of an existing or planned school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1,2. The project consists of the development of 167 condominium residential units and a 15,100-square-foot office building on an approximately 10.5-acre site containing the former El Rio Elementary School campus. In January 2019, the City had a total population of 209,879 people and an average household size of 3.97 persons (DOF 2019). Based on the 2019 population and household size, the project would result in an increase of approximately 663 residents in the City, representing an

increase of 0.32 percent from the January 2019 population. The proposed office uses are not likely to generate an additional population within the City because the majority of these new employees would be relocated from existing Rio School District facilities located nearby at 2500 East Vineyard Avenue.

The 2030 General Plan projects a City population within a range of 238,000 to 286,000 people, with the Southern California Association of Governments (SCAG) projecting a population of 237,300 people by 2040. The population growth facilitated by the project would represent less than one percent of these growth forecasts and would be within the predicted growth projections previously evaluated by the City's 2030 General Plan and SCAG. While the project applicant is requesting an amendment to the 2030 General Plan to annex the project site into the City limits and to change the land use designation from School to Commercial General, the project site is in a developed area of the County surrounded by various low density residential and general commercial uses. Therefore, the proposed residential and office uses would be compatible with the uses designated by the City's General Plan for the project area. Impacts would be less than significant.

3.4. The project site does not contain any existing dwelling units. Therefore, the project would not result in any loss of housing units, including affordable to very low- or low-income households, through demolition, conversion, or other means that may necessitate the development of replacement housing. There would be no impacts.

5.6. According to the DOF population and housing estimates, the City had a total population of 209,879 people and an average household size of 3.97 persons in January 2019. Using the average household size, the 167 proposed condominiums included in the project would result in an increase in the City's population of 663 people. A portion of this new population would likely be school-age and would attend local public schools including those operated by Rio School District, and Oxnard Union High School District. To offset a project's potential impact on schools, Government Code 65995(b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by the local districts are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The project proponents would be required to pay the State-mandated school impact fees. Pursuant to Section 65995(3)(h) of the California Government Code (SB 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Additionally, the project would provide new administrative office space for the Rio School District, assisting in the operation of the schools in this district. Therefore, impacts to local public schools as a result of the project would be less than significant.

**Cumulative Impact Analysis:** Population and housing were analyzed by the 2030 General Plan EIR and found to be less than significant after implementation of uniformly applied development policies and regulations. The project would result in less than significant impacts to population, education, and housing and would be required to implement the City's uniformly applied development policies and regulations. Therefore, the project would not contribute to or result in cumulative impacts to population, housing, and education.

XIV. PUBLIC SERVICES AND RECREATION	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<hr/>				
1. Upon annexation to the City of Oxnard, the project site and proposed development would be under the jurisdiction of the Oxnard Fire Department (OFD). The OFD fire station nearest to the project site is Station 7, located approximately 0.6 mile northeast of the site at 3300 Turnout Park Circle. The project would increase development density on the project site and result in new population in the City of Oxnard resulting in a potential increase in demand for OFD services. However, the population growth facilitated by the project would not substantially affect provision of fire protection given the location of the project in an urbanized area adjacent to the City and in close proximity to existing fire stations. The proposed development would be required to meet all fire and building code provisions to the satisfaction of the City and OFD. As such, the increase in demand for OFD services would not result in the need for new or expanded facilities to maintain acceptable service levels, the construction of which may have significant environmental effects. This impact would be less than significant.				

2. Upon annexation to the City of Oxnard, the project site and proposed development would be under the jurisdiction of the Oxnard Police Department (OPD) for law enforcement protection services. OPD operates from its police station located at 251 South C Street, approximately 2.5 miles south of the project site. OPD also operates a police substation located within the Collection RiverPark center at 2751 Park View Court, less than one mile west of the project site. The City is divided into four police districts, each of which is further divided into smaller response beats. The project site is located in Beat 12, which is part of the North District. The project would increase development density on the project site and result in new population in the City of Oxnard resulting in a potential increase in demand for OPD services. However, the population growth facilitated by the project would not substantially affect provision of police protection given the location of the project in an urbanized area adjacent to the City and in close proximity to existing police stations. Additionally, construction of the project would incorporate various security features, such as fencing, surveillance cameras, and security lighting, to minimize trespassing, vandalism, and other uses that could place an additional demand on OPD. As such, the increase in demand for OPD services would not result in the need for new or expanded facilities to maintain acceptable service levels, the construction of which may have significant environmental effects. This impact would be less than significant.
3. Under the Quimby Act (California Government Code Section 66477), cities and counties in California may require that developers set aside land, donate conservation easements, or pay fees for park improvements in order to achieve a minimum of three acres per 1,000 residents. The goal of the Quimby Act is to require developers to assist in the mitigation of impacts associated with property improvements and development. According to Section 4.5.1 of the Background Report for the 2030 General Plan, the City of Oxnard operates 50 existing park facilities located in the City Planning Area. In total, the City Planning Area contains approximately 828 acres of parkland, including a 362-acre public golf course. Based on the City's January 2019 population of 209,879, the City currently possesses 3.9 acres of parkland per 1,000 residents. The project would generate approximately 663 new residents in the City of Oxnard, increasing demand on City park and recreational facilities. However, the project would provide various on-site recreational amenities, including a recreation center and activity room, tot lot, and small dog park, as well as open space areas. Therefore, the new residents generated by the project would likely use these areas for recreation before going elsewhere in the City alleviating some of the potential demand of the project on existing City park or recreational facilities. Additionally, the increase in City residents as a result of the project would not decrease the parkland to resident ratio below the requirement of three acres per 1,000 residents of the Quimby Act. The employees associated with the proposed office uses are likely to be relocated from existing Rio School District facilities and, therefore, would not result in a substantial increase in demand on existing park or recreational facilities. In accordance with the City's 2030 General Plan, the project applicant would meet any additional demand on parks and recreational facilities through payment of applicable developer fees to finance public facilities. These developer fees would be assessed and determined by the City's Community Development Department through the plan check and permitting process prior to the issuance of building permits. This impact would be less than significant.
4. The nearest library to the project site is the Albert H. Soliz Library. This library is owned and operated by the County of Ventura, but located in the City of Oxnard at 2820 Jourdan Street,

approximately 350 feet north of the project site. Due to the close proximity to the project site, future residents on the site are likely to use this facility for their library needs. However, with other accessible library facilities throughout the City and County, the project would not create a substantial increase in demand for library services such that new facilities are needed. In accordance with the City's 2030 General Plan, the project applicant would meet any additional demand on library facilities through payment of applicable developer fees to finance public facilities. These developer fees would be assessed and determined by the Community Development Department through the plan check and permitting process prior to the issuance of building permits. This impact would be less than significant.

**Cumulative Impact Analysis:** Impacts to public services were analyzed in the 2030 General Plan EIR and found to be less than significant with implementation of uniformly applied development policies and regulations. The project would result in less than significant impacts to public services and recreation and would be required to implement the City's uniformly applied development policies and regulations. Therefore, the project would not result in or contribute to cumulative impacts to public services and recreation.

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## XV. TRANSPORTATION AND CIRCULATION

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project cause an increase in traffic that 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) based on adopted City of Oxnard level of service (LOS) standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 1. CONSTRUCTION

Equipment and materials associated with project demolition and construction activities would be imported and exported from the project site and stored onsite for the duration of construction, where possible. Construction delivery and demolished materials export trips would be infrequent and short-term. The project demolition and construction workforce would likely commute to the project site in personal vehicles. The additional daily vehicle trips generated from the demolition and construction workforce would have localized impacts on Vineyard Avenue, Oxnard Boulevard, and Channel Islands Boulevard. However, the number of daily trips would be minimal in comparison

of the average daily vehicle trips on these arterial roadways of the city. All additional trips generated from the demolition and construction workforce would be temporary and short term.

**OPERATION**

A Revised Traffic and Circulation Study (Traffic Study) was completed for the project by Associated Transportation Engineers (ATE) on April 27, 2018 (refer to Appendix H). The Traffic Study describes the existing conditions, project trip generation rates, and the impact of the project on existing conditions. The Traffic Study also includes an analysis of the proposed and developing projects in the vicinity and the project’s related impacts to traffic and circulation in a future setting.

The project site is served by a circulation system comprising arterial and collector streets. Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. Levels of Service (LOS) A through F are used to rate intersection operations, with LOS A indicating free flow operations and LOS F indicating congested operations. In the City of Oxnard LOS C is the acceptable operating standard for intersections.

**Existing Conditions**

The existing a.m. and p.m. peak hour traffic volumes at the study area intersections were collected by ATE in March of 2016, and March and June of 2017. Existing LOS for the study area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology as required by the City of Oxnard. Table 4 below lists the existing LOS for study area intersections during the a.m. and p.m. peak hour periods.

**Table 4 Existing Peak Hour Levels of Service**

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		ICU	LOS	ICU	LOS
Vineyard Avenue/Stroube Street	Signal	0.56	A	0.55	A
Vineyard Avenue/Rio School Lane	STOP-Sign	1.0 sec.	A	1.0 sec.	A
Vineyard Avenue/Sycamore Street	STOP-Sign	1.0 sec.	A	1.0 sec.	A
Vineyard Avenue/Riverpark Boulevard	Signal	0.55	A	0.56	A
U.S. Highway 101 NB ramps/Vineyard Avenue	Signal	0.50	A	0.52	A
U.S. Highway 101 SB ramps/Vineyard Avenue	Signal	0.53	A	0.55	A
Vineyard Avenue/Esplanade Drive	Signal	0.56	A	0.63	B
Rose Avenue/Stroube Street	STOP-Sign	15.3 sec.	C	12.3 sec.	B
Rose Avenue/Auto Center Drive	Signal	0.55	A	0.77	C
U.S. Highway 101 NB ramps/Rose Avenue	Signal	0.42	A	0.47	A
U.S. Highway 101 SB ramps/Rose Avenue	Signal	0.61	B	0.69	B

Source: ATE Revised Traffic and Circulation Study, Table 1, April 2018.

As shown in Table 4, the study area intersections currently operate at LOS C or better during the a.m. and p.m. peak hour periods, which meets the City's LOS C standard.

**Project Trip Generation**

Trip generation estimates were calculated for the project based on Residential Condominiums (Land-Use Code #230) and Single Tenant Office Buildings (Land Use Code #715) rates presented in

the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition. The trip generation estimates in the Traffic Study are based on development of 182 dwelling units and 15,000 square feet of office space. The updated project, as proposed, would result in 15 fewer dwelling units, and thus fewer trips, than anticipated in the Traffic Study. Therefore, trip generation estimates herein are considered conservative estimates for the project as proposed. Table 5 summarizes the average daily, a.m., and p.m. peak hour trip generation estimates for the project.

**Table 5 Project Trip Generation**

Intersection	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Condominium	182 units	5.81	1,057	0.44	80 (14/66)	0.52	95 (64/31)
Office	15,000 sq.ft.	11.65	175	1.80	27 (24/3)	1.74	26 (4/22)
<b>Total Project Trip Generation:</b>			<b>1,232</b>	<b>107 (38/69)</b>		<b>121 (68/53)</b>	

Source: ATE Revised Traffic and Circulation Study, Table 2, April 2018.

The data presented in Table 5 show that the project would generate a total of 1,232 average daily trips (ADT), 107 a.m. peak hour trips, and 121 p.m. peak hour trips.

*Project Trip Distribution and Assignment*

The project-generated a.m. and p.m. peak hour traffic volumes were distributed and assigned to the study area intersection based on travel data derived from the existing traffic volumes as well as general knowledge of the population, employment, and commercial centers in the Oxnard/Ventura area.

**Project-Specific Impacts**

LOS were calculated for the study area intersection assuming the Existing + Project traffic volumes. Table 6 shows the results of the calculations and identifies the project's impacts based on City of Oxnard thresholds.

**Table 6 Existing plus Project Peak Hour Levels of Service**

Intersection	Existing		Existing plus Project		Change	Impact?
	ICU/Delay	LOS	ICU/Delay	LOS		
<b>A.M. Peak Hour</b>						
Vineyard Avenue/Stroube Street	0.56	A	0.57	A	0.01	No
Vineyard Avenue/Rio School Lane	1.0 sec.	A	1.0 sec.	A	8.9 sec.	No
Vineyard Avenue/Sycamore Street	1.0 sec.	A	1.5 sec.	A	0.5 sec.	No
Vineyard Avenue/Riverpark Boulevard	0.55	A	0.55	A	0.00	No
U.S. Highway 101 NB ramps/Vineyard Avenue	0.50	A	0.51	A	0.01	No
U.S. Highway 101 SB ramps/Vineyard Avenue	0.53	A	0.54	A	0.01	No
Vineyard Avenue/Esplanade Drive	0.56	A	0.56	A	0.00	No
Rose Avenue/Stroube Street	15.3 sec.	C	17.1 sec.	C	1.8 sec.	No
Rose Avenue/Auto Center Drive	0.55	A	0.55	A	0.00	No
U.S. Highway 101 NB ramps/Rose Avenue	0.42	A	0.42	A	0.00	No
U.S. Highway 101 SB ramps/Rose Avenue	0.58	A	0.58	A	0.00	No

Intersection	Existing		Existing plus Project		Change	Impact?
	ICU/Delay	LOS	ICU/Delay	LOS		
<b>P.M. Peak Hour</b>						
Vineyard Avenue/Stroube Street	0.55	A	0.56	A	0.01	No
Vineyard Avenue/Rio School Lane	1.0 sec.	A	1.0 sec.	A	0.0 sec.	No
Vineyard Avenue/Sycamore Street	1.0 sec.	A	1.6 sec.	A	0.6 sec.	No
Vineyard Avenue/Riverpark Boulevard	0.56	A	0.57	A	0.01	No
U.S. Highway 101 NB ramps/Vineyard Avenue	0.52	A	0.54	A	0.02	No
U.S. Highway 101 SB ramps/Vineyard Avenue	0.55	A	0.56	A	0.01	No
Vineyard Avenue/Esplanade Drive	0.63	B	0.63	B	0.00	No
Rose Avenue/Stroube Street	12.3 sec.	B	13.0 sec.	B	0.7 sec.	No
Rose Avenue/Auto Center Drive	0.77	C	0.77	C	0.00	No
U.S. Highway 101 NB ramps/Rose Avenue	0.47	A	0.47	A	0.00	No
U.S. Highway 101 SB ramps/Rose Avenue	0.69	B	0.69	B	0.00	No

Source: ATE Revised Traffic and Circulation Study, Tables 3 and 4, April 2018.

As shown in Table 6, the project would not generate traffic level impacts of a significant level to the study area intersections, based on the City of Oxnard's traffic impact thresholds during the a.m. or p.m. peak hour periods.

#### ***Cumulative (Existing + Approved/Pending Project) Conditions***

The City of Oxnard requires that intersection operations be analyzed with the addition of traffic generated by projects that have been approved or are pending in the project study area. Trip generation estimates were used for the developments that are approved or pending near the project study area using the rates presented in the ITE, Trip Generation, 9th Edition. Table 7 summarizes the average daily, a.m., and p.m. peak hour trip generation estimates for the approved and pending projects, buildout of Riverpark Specific Plan, and third tower at Esplanade.

**Table 7 Approved and Pending Projects (Cumulative Development) Trip Generation**

No.	Project	Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour
1	Oakmont Senior Living	Assisted Living	85 units	172	5	14
2	The Village	Multi-Family Res.	88 units	580	40	51
3	The Village	Multi-Family Res.	78 units	514	36	45
4	The Village	Multi-Family Res.	144 units	949	66	84
5	Ventura/Vineyard Homes	Single Family Res.	152 units	1,447	114	152
6	River Park Senior	Senior Residential	136 units	275	8	23
7	Wagon Wheel The Village	Multi-Family Res. Retail Commercial	219 units 16,303 sq.ft.	1,443 722	101 22	127 44
8	Veranda	Single-Family Res.	95 units	904	71	95
9	Westerly River Park	Single-Family Res.	69 units	657	52	69
10	V.C. Credit Union	Bank	3,391 sq.ft.	230	0	41
11	Shoe City	Retail Commercial	17,513 sq.ft.	776	23	47
12	The Point	Retail Commercial	45,000 sq.ft.	1,922	43	167

No.	Project	Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour
13	Esplanade Gateway	Coffee Shop Retail Commercial	1,836 sq.ft. 5,000 sq.ft.	762	97	37
14	The Collection – River Park	Retail Commercial	40,000 sq.ft.	1,708	38	148
15	Campus at Topa Towers	Restaurant Retail Commercial	8,350 sq.ft. 15,240 sq.ft.	1,062 675	90 22	82 41
16	Third Tower	Office	300,000 sq.ft.	3,308	468	447
17	Gold Coast Transit	Trip Generation from Penfield & Smith TIA		2,263	153	78
18	Audi of Oxnard	Auto Dealership	35,064 sq.ft.	939	76	97
19	Food 4 Less Center	Retail Commercial Gas Station	75,776 sq.ft. 14 pumps	3,236 2,360	73 170	281 194
<b>Total Trips</b>				<b>21,965</b>	<b>1,427</b>	<b>2,066</b>

Source: ATE Revised Traffic and Circulation Study, Table 5, April 2018.

The data presented in Table 7 indicate that the approved and pending projects would generate a total of 21,965 average daily trips, 1,427 a.m. peak hour trips and 2,066 p.m. peak hour trips. The traffic generated by the approved and pending projects was distributed and assigned to the study area intersections based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Oxnard and surrounding Ventura County area. The Cumulative LOS for the study area intersections are shown in Table 8.

**Table 8 Cumulative Peak Hour Levels of Service**

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		ICU	LOS	ICU	LOS
Vineyard Avenue/Stroube Street	Signal	0.58	A	0.55	A
Vineyard Avenue/Rio School Lane	STOP-Sign	1.0 sec.	A	1.0 sec.	A
Vineyard Avenue/Sycamore Street	STOP-Sign	1.0 sec.	A	1.0 sec.	A
Vineyard Avenue/Riverpark Boulevard	Signal	0.55	A	0.58	A
U.S. Highway 101 NB ramps/Vineyard Avenue	Signal	0.54	A	0.53	A
U.S. Highway 101 SB ramps/Vineyard Avenue	Signal	0.61	B	0.67	B
Vineyard Avenue/Esplanade Drive	Signal	0.52	A	0.66	B
Rose Avenue/Stroube Street	STOP-Sign	16.7 sec.	B	12.6 sec.	B
Rose Avenue/Auto Center Drive	Signal	0.61	B	0.83	D
U.S. Highway 101 NB ramps/Rose Avenue	Signal	0.45	A	0.53	A
U.S. Highway 101 SB ramps/Rose Avenue	Signal	0.61	B	0.74	C

Source: ATE Revised Traffic and Circulation Study, Table 6, April 2018.

The data presented in Table 8 indicate that the Rose Avenue/Auto Center Drive intersection would operate at LOS D during the p.m. peak hour period with the addition of Cumulative traffic volumes, which does not meet the City's LOS C standard. The Rose Avenue/Auto Center Drive intersection would operate at LOS B during the a.m. peak hour period and all other study intersections would operate at LOS C or better during the a.m. and p.m. peak hour periods with the addition of cumulative traffic volumes, meeting the City's LOS C standard.

### **Cumulative Plus Project Impacts**

LOS was calculated for the study area intersections, assuming the Cumulative plus Project volumes. Table 9 shows the results of the calculations and identifies the impacts of the project, based on City of Oxnard thresholds.

**Table 9 Cumulative plus Project Peak Hour Levels of Service**

Intersection	Cumulative		Cumulative plus Project		Change	Project Impact Alone?
	ICU/Delay	LOS	ICU/Delay	LOS		
<b>A.M. Peak Hour</b>						
Vineyard Avenue/Stroube Street	0.58	A	0.59	A	0.01	No
Vineyard Avenue/Rio School Lane	1.0 sec.	A	1.0 sec.	A	0.00 sec.	No
Vineyard Avenue/Sycamore Street	1.0 sec.	A	1.6 sec.	A	0.6 sec.	No
Vineyard Avenue/Riverpark Boulevard	0.55	A	0.56	A	0.01	No
U.S. Highway 101 NB ramps/Vineyard Avenue	0.54	A	0.55	A	0.01	No
U.S. Highway 101 SB ramps/Vineyard Avenue	0.61	B	0.62	B	0.00	No
Vineyard Avenue/Esplanade Drive	0.52	A	0.52	A	0.00	No
Rose Avenue/Stroube Street	16.7 sec.	C	19.1 sec.	C	2.4 sec.	No
Rose Avenue/Auto Center Drive	0.61	B	0.61	B	0.00	No
U.S. Highway 101 NB ramps/Rose Avenue	0.45	A	0.45	A	0.00	No
U.S. Highway 101 SB ramps/Rose Avenue	0.61	B	0.61	B	0.00	No
<b>P.M. Peak Hour</b>						
Vineyard Avenue/Stroube Street	0.55	A	0.57	A	0.02	No
Vineyard Avenue/Rio School Lane	1.0 sec.	A	1.0 sec.	A	0.0 sec.	No
Vineyard Avenue/Sycamore Street	1.0 sec.	A	1.3	A	0.3	No
Vineyard Avenue/Riverpark Boulevard	0.58	A	0.59	A	0.01	No
U.S. Highway 101 NB ramps/Vineyard Avenue	0.53	A	0.55	A	0.02	No
U.S. Highway 101 SB ramps/Vineyard Avenue	0.67	B	0.68	B	0.01	No
Vineyard Avenue/Esplanade Drive	0.66	B	0.67	B	0.01	No
Rose Avenue/Stroube Street	12.6 sec.	B	13.5 sec.	B	0.9 sec.	No
Rose Avenue/Auto Center Drive	0.83	D	0.83	D	0.00	No
U.S. Highway 101 NB ramps/Rose Avenue	0.53	A	0.53	A	0.00	No
U.S. Highway 101 SB ramps/Rose Avenue	0.74	C	0.74	C	0.00	No

Source: ATE Revised Traffic and Circulation Study, Tables 7 and 8, April 2018.

The data presented in Table 9 indicate that the project contribution to traffic would not result in significant cumulative impacts to the study area intersections based on the City's traffic impact thresholds during the a.m. or the p.m. peak hour periods. Additionally, the project applicant would be required to pay the City's standard traffic mitigation fees to off-set any project contribution to cumulative traffic increases in the City.

2. According the County's Congestion Management Program (CMP; 2009), the minimum acceptable standard for traffic operations is LOS E. However, to avoid unfair penalization to local jurisdictions

for existing congestion, CMP locations that currently operate in the LOS F range are considered acceptable.

The study area intersections along Vineyard Avenue and Rose Avenue are included in the County's CMP. These intersections would operate at LOS D or better with the addition of Cumulative plus Project peak hour volumes and, thus, would not exceed the CMP LOS E standard.

3. 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 a substantial safety risk. The project represents an infill project on a parcel that has been utilized for public school uses for a number of decades. Also, as discussed in the Land Use and Planning section, the project site is located outside of the Oxnard Airport SOI. Therefore, development on the project site would not result in substantial safety risks associated with the airport. This impact would be less than significant.
- 4,5. Rio School Lane would be vacated by the County of Ventura for the project, with current access and parking for adjoining properties, maintained. Access to the project site would be provided by three driveways from Vineyard Avenue. The project would also be designed to incorporate fire/emergency access and circulation throughout the proposed development. Turning radius within the proposed development would accommodate maneuverability on the site of large trucks and vehicles, including fire and solid waste collection trucks. The entrances and internal circulation routes would be designed and constructed to City of Oxnard design standards and include driveway aprons.

Construction of the project would involve typical construction equipment and project materials that would be delivered via trucks. Large flatbed trucks, dump trucks, and water trucks would travel on Vineyard Avenue, Rio Lane, and other roads in the area while delivering supplies and equipment. Streets used to access the project site are public streets designed for use by large trucks. Therefore, the project would not substantially increase hazards due to a design feature or incompatible uses. This impact would be less than significant.

6. According to the City's Bicycle and Pedestrian Master Plan (2011) and the Ventura County Regional Bikeway Wayfinding Plan (Ventura County Transportation Commission 2017), there are no existing bicycle routes adjacent to the project site. However, according to both plans, Class II Bicycle Lanes are proposed along Vineyard Avenue adjacent to the project site. Gold Coast Transit District provides bus and paratransit services in the City of Oxnard, with Route 15 transit stops along Vineyard Avenue in close proximity to the project site. Route 15 includes eastbound stops at Vineyard Avenue/Ventura Boulevard, approximately 600 feet south of the site, and Vineyard Avenue/Collins Street, approximately 1,000 feet north of the site, and a westbound stop at Vineyard Avenue/Olive Street, approximately 230 south of the site. The project would not preclude future implementation of the City's planned bicycle facilities along Vineyard Avenue or use of existing transit services. Additionally, the project would preserve the existing public sidewalk along Vineyard Avenue and would include various new pedestrian connectivity routes throughout the project site. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. This impact would be less than significant.

**Cumulative Impact Analysis:** The project's contribution to cumulative impacts to transportation and circulation is evaluated under issue 1 and would be less than significant.

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## XVI. UTILITIES AND ENERGY

Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### With respect to Utilities:

1. Would the project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the City?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Would the project conflict with federal, state, or local statutes or regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### With respect to Energy:

5. Would the project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Would the project require additional energy facilities, the provision of which may have a significant effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Would the project be inconsistent with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Would the project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Wet Utility Preliminary Investigation was prepared by Jensen Design & Survey, Inc. in August 2017 and revised through August 6, 2018 to assess existing and proposed water usage and sewer loading associated with the project. A Domestic Water Supply and Demand memorandum was also prepared by Jensen Design & Survey, Inc. in April 2019 to provide an updated analysis of projected water demand for the project, and the proposed transfer of pumping rights to the City of Oxnard from active Rio School District groundwater wells. These reports are included in Appendix I of this Initial Study. The Wet Utility Preliminary Investigation determined that operation of the former El Rio Elementary School on the project site resulted in a historical sewer loading of 12,470 gallons per day (GPD). Past water consumption for the former El Rio Elementary School is documented by allocations by the Fox Canyon Groundwater Management Agency (FCGWMA) to three separate wells that were operated by the Rio School District. This allocation was assigned to the well onsite (Well No. 02N22W22Q05S). According to the Wet Utility Preliminary Investigation, the FCGWMA existing allocation for this well is 42.676 acre-feet per year (AFY). This allocation is based on the historic allocation dating back to 1990, as adjusted by subsequent restrictions imposed by the FCGWMA – reviewed and explained in Section 3.0 of the Wet Utility Preliminary Investigation. According to the Domestic Water Supply and Demand memorandum, FCGWMA is in process of conducting hearings to adopt an Ordinance which will require well owners to reduce groundwater pumping and reduce transferable allocation and pumping rights. Based on well pumping information provided by Rio School District and review by FCGWMA, pumping a maximum of 52.074 AFY will be allowed for development on the project site once the Ordinance is adopted. Currently, the well on Rio Urbana project site would have an allocation of 10.483 AFY per the proposed future Ordinance with the remaining amount of 41.591 AFY allocated to the other two wells to be held by the Rio School District.

The Wet Utility Preliminary Investigation determined that the proposed development would result in sewer loading of 45,717 GPD. The Domestic Water Supply and Demand memorandum determined that the proposed development would result in water demand of 40.399 AFY. This equates to a net difference, or increase of 33,247 GPD of sewer loading demand and decrease of 2.277 AFY in water demand, from existing to proposed conditions.

1. Impacts to water supply

- a. Water System and Sources**

The discussion below provides a brief summary of the current sources of water used in the City of Oxnard and the various government agencies and regulatory systems that control those sources. Much of the information in this discussion is based on the City of Oxnard UWMP (prepared in July 2016 and updated January 19, 2018). Documents or codes and ordinance adopted by other agencies are cited as necessary. With respect to the water demands of the proposed project itself, a Wet Utility Preliminary Investigation was prepared by Jensen Design & Survey, Inc. in August 2017, and then updated in August 6, 2018, to assess existing and proposed water usage and sewer loading associated with the project. The updated version of the report is included in Appendix I of this document. That investigation identifies the existing allocation of groundwater to the Rio School site, as well as a projection of the water demand of the proposed development and the potential for reclaimed water use in the development. The earlier version of the report also provided estimates

of actual past water use on the property. The Wet Utility Preliminary Investigation also discusses sewer service, which is the topic in Issue 2 below.

The City of Oxnard provides potable water service to the existing El Rio School District facilities on the project site, even though the land is within the unincorporated area of Ventura County, outside of the existing City limits. This water service is limited to the existing storage and maintenance uses at the school district facilities, and the property will have to be annexed to the City in order for the City to provide water for the proposed development. The following paragraphs describe the water supply of the City of Oxnard.

As of 2015, the total volume of potable water distributed by the City of Oxnard to its service area was approximately 25,806 acre-feet per year (AFY). The City uses three sources of water to make up its system supply, as described in the Oxnard UWMP (Oxnard January 19, 2018: Sections 4 and 6) and summarized as follows:

- **Imported water purchased from the Calleguas Municipal Water District (CMWD).** Surface water imported from CMWD constitutes about 36 percent of the City water supply or 8,059 AFY in 2016. CMWD obtains the vast majority of its water (about 90,000 AFY) from the Metropolitan Water District of Southern California (MWD or Metropolitan). CMWD also participates in aquifer storage and recovery projects and other projects to recover and reclaim water, but these comprise less than 5,000 AFY (CMWD UWMP June 2016: Sections 4 and 6). The larger MWD system and the CMWD system on the regional level provide a reliable water source and an administrative structure for the management of surface water. There are, however, several constraints to this system (CMWD UWMP June 2016: Section 7.1). These include:
  - Increasing demands throughout California
  - Potential for damage to SWP system and interruption of supply due to earthquake
  - Increased demands for water to support environmental resources in San Joaquin Delta
  - Drought
  - Climate Change leading to increased variability in supply
  - Need to offset historic overdraft of groundwater

For these reasons, an increase in water supply directly from CMWD is not likely in the future without an increase in water resources available from the larger State Water Project, through MWD.

- **Groundwater purchased from the United Water Conservation District (UWCD),** The UWCD provides about 32 percent of the City supply (7,329 AFY in 2016). UWCD obtains water from the Santa Clara River, and diverts it to spreading basins to help replenish groundwater within the Oxnard Plain. UWCD is within, and subject to the regulations of, FCGWMA, introduced in Section IX above, Hydrology and Groundwater.
- **Groundwater pumped from a system of City-owned wells** The City of Oxnard owns 10 groundwater wells throughout the Oxnard Plain, and operates six blending stations within the City. Groundwater from City-owned wells is blended at six of these stations. These City-owned wells supply about 32 percent of the potable water distributed by the City (7,186 AFY in 2016). As with the UWCD and all other groundwater users, the City of Oxnard is subject to the

monitoring and allocation requirements of the FCGWMA to help achieve and maintain sustainable use of the groundwater resources in the region.

Other programs within the City provide additional, although smaller, volumes of water. These include the Advanced Water Purification Facility (AWPF), which is part of the City's wastewater treatment system and uses Reverse Osmosis technology to produce treated wastewater that can be recycled for irrigation and other uses to offset the demand for potable water. The Calleguas Municipal Water District (discussed above) participates in this program by conveying treated wastewater from the City of Oxnard AWPF to agricultural customers for irrigation in lieu of groundwater pumping (CMWD UWMP, June 2016:Section 6.5). As of 2015 the AWPF has the capability to produce about 7,000 AFY. This effort is part of the City's Groundwater Recovery Enhancement and Treatment (GREAT) program. In coordination with other service providers in the region (including Pleasant Valley County Water District, Port Hueneme Water Agency, and UWCD, the GREAT program is a regional effort that will assist in aquifer restoration and in achieving the groundwater allocation restrictions imposed by the FCGWMA.

Another component of the City's GREAT program is its desalinization plant, or Desalter #1. This plant treats brackish groundwater, and works in conjunction with the AWPF described above and the City's groundwater injection well as part of the larger aquifer or groundwater management system. At the present time, expansion of the desalinization program to treat seawater is not considered financially feasible.

#### **b. Applicable Regulations and Policies**

The complex water supply and delivery network summarized above is regulated through a hierarchy of codes, ordinances, plans, and agreements adopted at the state, regional, and local level. The following paragraphs summarize the applicable requirements and procedures that apply to the proposed development.

**California Requirements.** The California Sustainable Groundwater Management Act in 2014 resulted in the designation of the Oxnard Plain as a "high priority" groundwater basin, within which local governments and agencies are required to prepare Groundwater Sustainability Plans. Any General Plan amendments or similar actions must consider compliance with applicable Groundwater Sustainability Plan (Government Code Section 65350.5). In this region, the FCGWMA was designated as the Groundwater Management Agency.

**FCGWMA Requirements.** Since 1982, FCGWMA has overseen monitoring and allocation of groundwater resources in the region as part of its original responsibility and authority. These actions include the development of strict groundwater monitoring requirements, preparation of a *Groundwater Management Plan* updated in 2007 (FCGWMA May 2007), several ordinances that were consolidated and updated into a single Ordinance Code in January 2015, various annual reports, and Emergency Ordinance E. The latter ordinance was in response to the state declaration of drought in 2014, and established a Temporary Extraction Allowance for Municipal and Industrial users, such as the City of Oxnard, limited to 80 percent of their annual average use between 2003 and 2012. Ordinance E also imposes additional efficiency requirements for agricultural users. Since its designation as the Groundwater Management Agency, FCGWMA has released a draft *Sustainable*

*Groundwater Plan for the Oxnard Plain* (FCGWMA November 2017). This draft plan describes the coordinated plans and programs in the City of Oxnard (FCGWMA November 2017:Section 1.2.6.2, pages 1-28 and 1-29)—including the City’s “net-zero” policy regarding water use by new development—and would further reduce groundwater allocations to 50 percent compared to the historical averages. The goals of the plan are to restore the groundwater resources in the region, and specifically to maintain groundwater elevations near the coast for the management of seawater intrusion (page 1-30).

**CMWD Requirements.** The Calleguas Municipal Water District also operates under an UWMP, and also has a district Code that defines its service area and annexation requirements. All groundwater use and any reclamation and recharge programs within CMWD also occur under the umbrella of the FCGWMA plans and requirements described above.

**City of Oxnard Requirements.** The City of Oxnard Municipal Code Chapter 22 addresses water resources in all respects. As a general summary, all applicants are responsible for making arrangements for any allocation adjustments or transfers of water rights to the City, as set forth in Article VI, Section 22-100 Water Rights and Groundwater Pumping Allocations:

...the land owner ...shall transfer or assign to the city any water rights, water wells, mains, easements, and water production equipment or facilities which may be appurtenant to such property or which may be used exclusively thereon as follows:

...Any and all applicable groundwater pumping allocations and/or credits attributable to the property to be served by the city and available from the Fox Canyon Groundwater Management Agency, shall be transferred to the city by the property owner. The property owner shall be responsible for all fees and charges necessary to obtain the approval of the transfer of pumping allocations and/or credits from the Fox Canyon Groundwater Management Agency to the city;

The Rio Urbana development would be subject to other municipal code provisions that identify and prohibit wasteful use of water (Article VIII, beginning at Section 22-135)) and require conformance with water conservation measures that exist or may be declared by the City in the Future (Article IX, beginning at Section 22-150). These measures would reduce water consumption internally, but would not eliminate or necessarily guarantee a complete offset any new water use caused by the project. Therefore, additional measures would be necessary to mitigate the impact of increased water use by the project. These are discussed below under mitigation.

**c. Project Effects and Mitigation**

The Domestic Water Supply and Demand memorandum determined that the water demand for all proposed uses in the Rio Urbana project would amount to 40.399 acre-feet per year (AFY). As noted above, this memorandum also estimated that the maximum pumping allowed for the three active Rio School District wells under the current FCGWMA requirements is 50.074 AFY. Therefore, without any offsets, or other mitigation measures, this estimated demand would be consistent with the City of Oxnard “net-zero” policy for water use by new development and would not be considered a significant impact.

In order to provide the necessary water supply to the City for the project, the Rio School District must arrange for an allocation and transfer of sufficient water rights to the City, consistent with the requirements and procedures of the FCGWMA.

**Mitigation W-1.** The applicant shall provide for the allocation of groundwater pumping rights sufficient to serve the development (40.399 acre feet per year) from the Fox Canyon Groundwater Management Agency to the City of Oxnard, consistent with the ordinances and requirements of the two agencies, prior to recording the final map for the project.

Implementation of this mitigation will ensure that the project complies with the “net-zero” water service policy in the City. Thus the potential impact on water service would be less than significant.

2. The project site is located in County Service Area (CSA) No. 34, in an area informally referred to as the El Rio community. On August 12, 1999, the Regional Water Quality Control Board (RWQCB) amended the Water Quality Control Basin Plan for the Los Angeles Region and prohibited the use of septic systems in the Oxnard Forebay, including the El Rio area. CSA No. 34 was formed in December 2005 to provide administration, operations, and maintenance of a new sewer system in the area to bring the area in compliance with the State septic system prohibition. CSA No. 34 planned and constructed a sewer collection system in phases as funding was secured. All phases of the project were completed in April 2011. Phases 1 and 5D of the Sewer System Project established sewer lines adjacent to the project sites southern, western, and northern boundaries. Waste water discharged into these lines is sent to the City’s Wastewater Treatment Plant for treatment and disposal. The project site is also included in the boundary area of the City of Oxnard’s Wastewater Master Plan Update (September 2008). Land use projections used for creating the Wastewater Master Plan were based on the City’s adopted 2020 General Plan in which the project site was identified as a Redevelopment Area.

Existing development on the project site currently disposes of wastewater into the existing sewer line in Rio School Lane via pump and force main. This sewer line in Rio School Lane enters the 10-inch trunk sewer line in Vineyard Avenue at a manhole near the intersection of the two roadways. There is inconclusive data in the City’s Wastewater Master Plan (2008) and the City’s Integrated Waste Master Plan (2015) to determine the sewer capacity of the 10-inch trunk sewer line in Vineyard Avenue at this time. The proposed development on the site would connect to the existing sewer system line in Rio School Lane. Although the project would increase the load on the sewer system, the applicant would be required to pay the City-required and CSA No. 34-required Sewer Connection Fees (SCF) and service charges that finance the operation and maintenance of the sewer system for all properties in the El Rio area. With payment of these fees, the project would not result in a significant adverse effect on the system and this impact would be less than significant.

- 3, 4. According to the City’s 2017 CEQA Guidelines, the City’s Environmental Resources Division oversees solid waste programs in the City, including residential waste collection and recycling programs. Commercial facilities in the City contract with private waste haulers. The City operates the Del Norte Regional Recycling and Transfer Station (also referred to as the Materials Recovery Facility [MRF]), which serves as the hub of the City’s solid waste management system and serves as a resource for rest of the County. Solid waste that is incapable of being recycled is hauled to other landfill sites in Ventura County, primarily the Toland Road Landfill. As of 2017, the City meets or

exceeds state mandated rates for diversion of solid waste from landfills via waste reduction, reuse, and recycling.

Solid waste generated from project demolition and construction activities would be segregated for recycling, where possible. Non-recyclable wastes would be placed in covered dumpsters and removed on a regular basis by a certified waste-handling contractor for disposal at the Toland Road Landfill. According to the CalEEMod output generated for the Air Quality Study for the project (Appendix A), the project would generate approximately 49.1 metric tons of solid waste per year, or 0.13 tons of waste per day. In January 2016, the total remaining capacity of the Toland Road Landfill was approximately 10.6 million cubic yards and the facility is permitted to accept up to 1,500 tons of solid waste per day (CalRecycle 2018). Using a conservative assumption that all project waste would be diverted to the landfill rather than recycled, the project would contribute less than 0.01 percent of the daily permitted capacity to the landfill. With the recycling programs in place in the City and required compliance with all federal, state, and local regulations regarding solid waste disposal, the projects contribution to the landfill would be even less. Therefore, solid waste generated by the project would have a less than significant impact on the permitted remaining capacity of the landfill.

5-8. The City's standard conditions of approval and application of uniformly applied development standards require compliance with the California Green Building Code which includes energy efficiency standards. The project would involve typical to low consumption of energy during project construction, operation, and maintenance. As described in the GHG Study (Appendix D) for the project, the project would incorporate solar panels on the proposed office building and would implement various features consistent with the latest requirements of the 2016 California Green Building Code including, energy-efficient lighting, installation of low-flow appliances, and water conservation. Therefore, the project would not require additional energy facilities, would be consistent with existing energy standards, and would not inhibit the future use of renewable energy or energy storage. Impacts would be less than significant.

**Cumulative Impact Analysis:** Utilities and services were analyzed by the 2030 General Plan EIR and found to be less than significant with implementation of uniformly applied development policies and regulations.

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XVII. CUMULATIVE IMPACTS	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would cumulative impact of the project in combination with the impacts of past, present, and reasonably foreseeable future projects exceed a City significance threshold?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. If so, would the project's contribution to the significant cumulative impact be cumulatively considerable?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>1, 2. The proposed project would result in less than significant impacts with implementation of mitigation measures BIO-1, CUL-2, N-1(a), N-1(b), and N-2 provided herein. The proposed project is an urban infill project in an area planned for development under the 2030 General Plan. Most of the surrounding properties are currently developed, and it is therefore expected that project implementation would result in less than significant cumulative impacts. Cumulative citywide significant impacts were documented in the 2030 General Plan Program EIR and overriding considerations were adopted in 2011.</p>				

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