



*Planning Division*

**PLANNING COMMISSION  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Stephanie Diaz, Contract Planner

**DATE:** February 21, 2008

**SUBJECT:** Planning and Zoning Permit No. 06-300-05 Tentative Subdivision Map (Tract Map No. 5687) to redevelop property commonly known as The Courts and generally bounded by Rose Avenue, First Street, Marquita Street and Del Sol Park.

- 1. Recommendation:** That the Planning Commission adopt a resolution recommending that City Council approve Planning and Zoning Permit No. 06-300-05 (Tentative Subdivision Map) for Tract Map No 5687 to create 112 parcels for residential development, 29 parcels for streets and two public park parcels subject to certain findings and conditions.
- 2. Project Description and Applicants:** A request to subdivide a 31-acre site into 101 parcels for single-family residential development, four parcels for multi-family apartments, seven parcels for attached condominiums and two parcels for park use. Additionally, 29 parcels are proposed for public and private streets. The subject site is rectangular in shape with Rose Avenue on the east, Del Sol Park to the north, Marquita Street to the west and First Street to the south. Access to the site is proposed from a new extension of San Gorgonio Avenue on the east which runs through the site from Rose Avenue on the east to Marquita Street on the western edge of the site, and two new public streets which run north/south through the site. The existing 260 residential units on-site are owned by the Housing Authority and will be demolished and replaced. The project includes use of three acres of City-owned land for residential development. Monetary contributions to the City will be provided toward two new soccer fields off-site in Del Sol Park. A new 55 space parking lot will also be constructed in Del Sol Park adjacent to the new extension of San Gorgonio Road. The project site includes APNs: 201-080-020, 201-100-020, 201-090-06, -07 and -08 and is in the La Colonia Neighborhood. Filed by Steadfast Residential Development, LLC, 4343 Von Karman Avenue, Suite 300, Newport

Beach, California, 92660, the Oxnard Housing Authority and the City of Oxnard, 300 W. Third Street, Oxnard CA 93030.

3. **Existing and Surrounding Land Use:** The site is currently developed with 130 single story duplex housing units totaling 260 residential units. These are affordable units managed by the Oxnard Housing Authority. A portion of the site along the north boundary is vacant. Along the north-central border of the site is Del Sol Park with an existing soccer field and stadium seating with light standards. Along the north-west border is multi-family housing and a neighborhood service center. To the west are Chavez Elementary School, Colonia Park and a gymnasium, to the south is a single-family residential development and to the east are multi-family residential developments.

| Direction | Designation      | Existing Land Use   |
|-----------|------------------|---|
| North     | R-2, R-3 and C-R | Multi-family residential, Del Sol Park, Neighborhood Service Center, Fire Station |
| South     | R-1, R-PD, CO-PD | Single-family residential and neighborhood commercial                             |
| East      | R-2 PD           | Multi-family residential  |
| West      | R-2              | School, park, gymnasium   |

4. **General Plan/Specific Plan Policies and Land Use Designation:** The Las Cortes Specific Plan was recently adopted by the City Council for this site. Corresponding with the Specific Plan adoption, the General Plan land use designations for the site were amended to Residential Medium (RM) and Park (PK). See Attachment C. The Las Cortes Specific Plan provides a land use plan for 101 single-family detached units, 60 single-family attached condominium units, and 340 multi-family units for a total of 501 units with a density of 13-18 units per acre. Of these units, 260 will be replacement units for the existing residences that will be removed. In the Specific Plan, the vision for the project site is “. . . a community offering a variety of housing opportunities designed to address a diversity of lifestyles and income levels in a neo-traditional neighborhood setting within walking distance to schools, parks, commercial and office centers.” The land use plan for the site is illustrated by a conceptual site plan in the Specific Plan. See Attachment D. The proposed subdivision map is consistent with the Specific Plan’s conceptual site plan. The Specific Plan also provides a circulation plan for public and private streets. The subdivision map is consistent with the circulation plan.
5. **Environmental Determination:** In accordance with the California Environmental Quality Act, an Initial Study was prepared to analyze potentially significant adverse environmental effects of the Las Cortes Specific Plan including the tentative subdivision map for Tract No. 5687. Potentially significant impacts were determined for the following issue areas: air quality, biological resources, cultural resources, geology/soils, noise, public services, population and housing, recreation, traffic and utilities and mitigation measures were identified. Mitigated Negative Declaration No.

06-04 was adopted by the City Council on October 16, 2007 as part of the approval of the Las Cortes Specific Plan. This document has been found to adequately discuss the impacts associated with the proposed subdivision map. The Planning Commission must review the MND but need not take any action as it has already been adopted. The MND is Attachment E.

6. **Analysis:**

- a) **General Discussion:** The proposed tentative subdivision map is the first step in the redevelopment of the project site. The map will create parcels for the phased development of a residential and public park project. Ultimately, the project will remove the existing 260 affordable units and redevelop the site with 501 new units and two parks. The residential development will be reviewed and approved through a Design Development permit process. A lot line adjustment was recently completed to extend the northernmost boundary of the project further to the north to encompass 3 acres of vacant land owned by the City of Oxnard.
- b) **Relevant Project and Property History:** The existing community on the project site is known as "The Courts at La Colonia Village." These homes were built over 50 years ago by the Oxnard Housing Authority using HUD monies and are now in need of constant repairs. The Housing Authority and Steadfast Residential Development have applied for this Tentative Subdivision Map to implement the approved Las Cortes Specific Plan.
- c) **Zoning Compliance:** With the adoption of the Las Cortes Specific Plan, the Zone Districts for the site were amended to Garden Apartment Planned Development (R-3 PD) and Community Reserve/Park (CR). See Zone Map, Attachment F. Parcels for multi-family development are proposed in the R-3 zoned area. Also, single-family parcels are proposed with a minimum of 2,178 square feet in lot area, as permitted by the Specific Plan. Parcels for a central public park (0.42 acres) and a passive public park along Rose Avenue (1.52 acres) are proposed in the areas zoned CR. The proposed tentative subdivision map is consistent with the approved zone districts for the subject site.
- d) **Site Design Analysis:** The proposed subdivision map provides for a public park parcel along Rose Avenue on the eastern boundary of the site, single-family parcels in the northeast portion of the site, a large parcel for apartments on the southeast portion of the site, a central public park parcel, parcels for condominium townhomes in the western portion of the site and three parcels for multi-family housing to the west and north of the condominium parcels. See Attachment G. The northernmost portion of the site backs onto the Del Sol Park soccer stadium seating. Light standards that serve the soccer stadium are located on the project site and therefore an easement has been provided on the tentative subdivision map for the light standards.

- e) ***Circulation and Parking:*** The tentative map provides for a primary and secondary access streets. These streets allow parking on one or two sides of the street, depending on the street width. Private lanes are also included in the map. These lanes are 25 feet wide and have no on-street parking. The primary east/west street (extension of San Gorgonio Road) and north/south streets (Navarro, Sandalia, Zarco, and Paseo Carn) are public streets. A grid of private streets runs through the single-family and condominium parcels. The interior circulation is designed per the Specific Plan. Streets are designed to meet City engineering standards and City Fire Department standards to ensure emergency access is available to all parts of the site, and no vehicle circulation safety issues have been identified. The applicant will make improvements to the new intersection of Rose Avenue/San Gorgonio Road and along First Street.

A traffic and circulation study was prepared for analysis in the Mitigated Negative Declaration. According to the MND, the project is anticipated to generate 2,018 net new daily trips (ADT). In the A.M. peak the project would generate 153 trips and in the P.M. peak hour the trip generation is calculated to be 203 trips. The effect of the project on the surrounding intersections was analyzed by distributing the trips to the study-area roadways. Impacts were identified at the Rose/Camino Del Sol and the Rose/First Street intersections. Improvements to these intersections were identified and are a condition of approval for the tentative subdivision map. In addition to on-street parking throughout the site, a 55-space public parking lot will be provided in Del Sol Park at the corner of Rose Avenue and the extension of San Gorgonio Road.

Currently Gold Coast Transit has several bus stops along First Street and they have indicated that this neighborhood is highly transit dependent. With the development of the Las Cortes project they plan to use the new extension of San Gorgonio and provide two-way service rather than the current one-way service. Gold Coast Transit has requested two bus turnouts and two on-street bus stops on San Gorgonio, as well as two off-site on-street bus stops on Marquita Street adjacent to the site. No proposed on-street parking spaces will be removed within the subdivision map area to provide these bus turn-outs or bus stops. Conditions of approval will require the provision of the specified bus stops and bus turn-outs.

- f) ***Landscaping and Open Space:*** The project site provides the required parkways per the Specific Plan along public streets. Additionally, open space with paseo walkways are shown for the single-family and condominium areas. A central public park of 0.42 acres and a passive public park of 1.5 acres provide recreation and open space for the project. The project will also contribute \$1 million toward two off-site soccer fields in Del Sol Park. See Attachment H.
- g) ***City Land Disposal:*** Under Government Code Section 65402, the Planning Commission is asked to determine that the disposition of three vacant acres of City land to the Housing Authority for the purpose of providing affordable housing is consistent with the General Plan. When the Las Cortes Specific Plan was adopted,

the City Council amended the General Plan land use map to designate the three acres of vacant land located at the northernmost portion of the property as Residential Medium, consistent with the use for affordable housing. The development of affordable housing is consistent with the General Plan Housing Element.

8. **Development Advisory Committee:** The DAC reviewed the proposal at the January 9, 2008 and January 16, 2008 meetings. The DAC commented on phasing, improvements to Rose Avenue, bus stop locations and mailbox locations. These items have been addressed through the revised map and the conditions of approval. (The DAC reviewed the Specific Plan at an earlier hearing, prior to its adoption.)
9. **Community Input:** The tentative subdivision map project was agendized for a Community Workshop on December 17, 2007. The applicant mailed notices to the La Colonia neighborhood and posted the site for the Community Workshop. One attendee was interested in the project and asked about the location and improvements for bus stops in the new development. (An earlier Community Workshop was held for the Specific Plan prior to its adoption.)

**Attachments:**

- A. Planning Commission Resolution
- B. Vicinity Map
- C. General Plan Map
- D. Las Cortes Specific Plan Conceptual Land Use Plan
- E. Mitigated Negative Declaration 06-04
- F. Zone Map
- G. Tentative Subdivision Map
- H. Conceptual Off-site Soccer Field Plan

Prepared by: S. Diaz  
SD

Approved by: SM  
SM

**ATTACHMENT A**  
**PLANNING COMMISSION RESOLUTION**

RESOLUTION NO. 2008 – [PZ 06-300-05]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL OF A TENTATIVE SUBDIVISION MAP OF TRACT NO.5687 (PLANNING AND ZONING PERMIT NO.06-300-05), FOR PROPERTY LOCATED AT THE NORTHWEST CORNER OF ROSE AVENUE AND FIRST STREET, IN THE LAS CORTES SPECIFIC PLAN AREA (APN 201-080-020, 201-100-020, 201-090-06, -07 AND -08 SUBJECT TO CERTAIN CONDITIONS. FILED BY STEADFAST RESIDENTIAL DEVELOPMENT, LLC, 4343 VON KARMEN AVENUE, SUITE 300, NEWPORT BEACH, CA, 92660, THE OXNARD HOUSING AUTHORITY AND THE CITY OF OXNARD, 300 W. THIRD STREET, OXNARD, CA 93030.

WHEREAS, the Planning Commission of the City of Oxnard has considered the tentative subdivision] map of Tract No. 5687 (Planning and Zoning Permit No. 06-300-05), filed by Steadfast Residential Development, LLC, 4343 Von Karman Avenue, Suite 300, Newport Beach, California, 92660, the Oxnard Housing Authority and the City of Oxnard, 300 W. Third Street, Oxnard CA 93030 in accordance with Chapter 15 of the Oxnard City Code; and

WHEREAS, said tentative map was referred to various public utility companies, City departments and the Development Advisory Committee for recommendations; and

WHEREAS, the Planning Commission finds the tentative map conforms to the City's General Plan and elements thereof; and

WHEREAS, the Planning Commission finds the tentative map conforms to the Las Cortes Specific Plan; and

WHEREAS, the Planning Commission finds that the disposition of three acres of City land for the development of affordable housing is consistent with the General Plan; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, that the City Council adopted mitigated negative declaration No. 06-04 and the Planning Commission considered the adopted mitigated negative declaration, finds on the basis of the whole record before it that with the imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment;

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the decision to adopt the mitigated negative declaration is based is located in the Planning and Environmental Services Division of the City of Oxnard, and the custodian of the record is the Planning and Environmental Services Manager; and

WHEREAS, the Planning Commission finds that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this resolution as being a reasonable manner of preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general and the persons who work, visit or live in this subdivision in particular.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council the approval of the tentative subdivision map, subject to the following conditions:

**STANDARD CONDITIONS OF APPROVAL  
FOR LAND USE PERMITS**

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

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

**GENERAL PROJECT CONDITIONS**

1. This permit is granted for the property described in the application on file with the Planning and Environmental Services Division (“Planning Division”), and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated February 21, 2008, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major

- modification shall be required for substantial changes or increases in such items. (PL, G-2)
3. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
  4. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
  5. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
  6. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
  7. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
  8. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)

#### **LANDSCAPE STANDARD CONDITIONS**

9. Before submitting landscape and irrigation plans, Developer shall obtain approval of the Parks and Facilities Superintendent or designee ("Superintendent") of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)
10. Before the City issues building permits or the proposed use is initiated, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
11. Developer agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project

are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts. In order to provide for such maintenance, Developer has agreed to enter into an agreement with the City to cast a ballot in favor of formation of an assessment district to fund such maintenance and in favor of assessments on the project property. In the event that such an assessment district is not formed, Developer agrees to establish a homeowners' association for the project as directed by the City, to fund such maintenance. Before or during escrow for the sale of property within the project, Developer shall provide each buyer with a document disclosing, in large type, that the project property is subject to annual assessments for landscape maintenance, and stating the probable range of dollar amounts of such assessments for the next fiscal year. To confirm that the buyer has read the document, Developer shall require the buyer to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon reasonable request. (PK, PK-18)

12. Developer shall provide to the Parks and Facilities Superintendent ("Superintendent") a landscape maintenance district master plan drawn at an approved scale, clearly designating areas of maintenance responsibility assumed by: (a) a landscape maintenance district; (b) a homeowners association; and/or (c) the City. After Superintendent approves such plan, Developer shall provide to Superintendent a mylar (minimum 3 mil) original drawing of the maintenance district master plan. (PK, PK-19)
13. Within sixty days of approval of the project, Developer shall provide the Parks and Facilities Superintendent with a complete, detailed landscape maintenance district master plan for all phases of the project and shall deposit \$13,700.00 to pay for staff time, attorney time and the engineer's report necessary to prepare all documents and hold hearings to form an assessment district and impose an assessment formula and assessments on property within the project to pay the costs of maintaining the landscaping in the district. (PK, PK-20)
14. Developer shall provide to the Parks and Facilities Superintendent a copy of the document entitled "Agreement" containing Developer's agreement to vote in favor of a landscape maintenance assessment district for the project, bearing the Ventura County Recorder's stamp, confirming that the document has been recorded in the Ventura County Recorder's Office. (PK, PK-21)
15. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)

#### **PARKS SPECIAL CONDITIONS**

16. Developer shall pay Quimby Fees (fees for park Acquisition and Improvement) before issuance of building permits. The 260 replacement units shall be exempt from Quimby

- fees. The amount of the fee shall be determined by the Planning Division at the time of payment (PKB, PL-45)
17. Street improvement plans for San Gorgonio shall be submitted to Parks Division and are subject to their review and approval.
  18. Staff accepts the Arborist's Report dated March 31, 2006 and revised by letter on June 25, 2007. If all trees are scheduled for removal, the economic tree appraisal value is \$895,441. The economic appraisal value of the trees removed shall be used to up size project trees and any remaining balance shall be applied to improvements to Del Sol Park as approved by the Parks Division. Payment of the economic tree appraisal value to Parks Division shall be made when Developer's project phase I improvements reach 50% complete; or as agreed to by Parks Division.
  19. A Landscape Maintenance Assessment District shall be required and shall include: Street trees on public streets, landscaped traffic calming planters, street lights on public streets, mail box enclosures on public right of way, the Central Community Park adjacent to San Gorgonio and the Passive Community Park and parking lot adjacent to Rose Ave. Other open or recreational areas not mentioned above shall be maintained By the Home Owners' Association. The Agreement to Form a Landscape Maintenance District shall be signed by the developer prior to recordation of the first final map.
  20. The Parks Division shall be provided a \$1,000,000.00 in-lieu fee from the developer for the development of two soccer fields at Del Sol Park. Payment of the in-lieu fee \$1,000,000.00 to Parks Division shall be made when Developer's project Phase I improvements (as outlined in the Las Cortes Specific Plan) reach 50% complete; or as agreed to by the Parks Division.
  21. The design, individual amenities, and installation required by the developer for Central Community Park and Community Passive Park and parking lot shall be subject to review and approval of the Planning Division Landscape Architect and the Parks Division representatives. Provide a time table for the construction completion and City acceptance of the park improvements. This time table shall be subject to review and approval by the Planning Division and the Parks Division.

#### **FIRE DEPARTMENT STANDARD CONDITIONS**

22. Developer shall construct all vehicle access driveways on the project property to be at least 25 feet wide. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)
23. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat

operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, F-3)

24. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. A mechanical, civil, or fire protection engineer must certify the tests. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, F-4)
25. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
26. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 46,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, F-7)
27. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
28. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, F-11)
29. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F-15)

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

30. Fire hydrants shall be spaced every 300' for multi family housing and every 500' for single family homes.
31. Parking will be allowed on both sides of the street on 36' wide streets. Parking will be allowed on one side of the street on 32' wide streets. Streets or alleys less than 32' wide will be designated as fire lanes and be marked as such with no parking allowed unless otherwise directed by the Fire Marshal.
32. Development phasing must be approved by the Fire Marshal.

#### **PLANNING DIVISION SPECIAL CONDITIONS**

33. An approved tentative map shall expire thirty-six (36) months after its approval, unless an extension is applied for and approved by the City Council pursuant to Section 15-46 of the City Code. (PL)
34. Developer shall develop the site with the street names, as approved by the Street Naming Committee. (PL)
35. A cross walk shall be provided on San Gorgonio road at the center park, if required by the City Traffic Engineer. (PL,T)
36. Prior to recordation of a final map, existing structures in the phase shall be removed. (PL)
37. Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (MND, C-1)
38. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-2)
39. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)
40. During construction, Developer shall control dust by the following activities:
  - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
  - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-4)
41. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-5)
42. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and

- excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (MND, C-6)
43. Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (MND, C-7)
  44. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance with the Ventura County air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (MND,C-8)
  45. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (MND-C-9).
  46. Prior to City council approval of the final master subdivision map, the developer shall prepare and implement a Tenant Relocation Assistance Plan which provides for the needs of the tenants who are being displaced. At a minimum, benefits shall include payment of relocation assistance to low income tenants and advance notice of the planned development.(MND, L-1)
  47. Prior to City Council approval of the final master subdivision, all roadway design specifications shall be completed by a registered traffic engineer to the satisfaction of the City Traffic Engineer. (MND, O-2)
  48. The applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division which ensures that the Water Division has adequate water to serve the development.(MND, P-1)
  49. Based on the final & accepted arborist report, the Public Works, Parks & Maintenance Services Division shall determine and shall have the final approval of the following: a) trees to be saved and incorporated into the development; b) trees to be removed and replaced with trees of specified species and sizes meeting the City required minimum of 24" box; c) appraisal value of trees removed shall be put back into new trees and landscaping; or d) mitigation fee to be paid for the appraisal value of the loss of the trees that are not saved or replaced. (MND, D-1)
  50. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureño Chumash descendant). Monitoring shall be required all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should

movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes. Contracts shall include weekly reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building occupancy for each building. (MND, E-1)

51. Storm water runoff shall be limited to the runoff rates specified by the Development Services Program and onsite detention may be required. All detention basins, if needed, shall be designed in accordance with City standards and policies. (MND, P-2)
52. Developer shall submit recycling plans to the City to provide information on how waste generated during construction will be diverted from landfills. This plan shall be submitted to and approved by the City prior to issuance of a building permit. (MND,P-3)
53. To ensure accurate and consistent monitoring of solid waste mitigation measures, Developer shall arrange with the City Environmental Resources (Solid Waste) Division for the collection of materials and recycling of materials generated from the construction and occupancy. This shall be accomplished prior to issuance of a building permit. (MND, P-4)
54. Provide an eastbound and westbound bus turn-out on the extension of San Gorgonio Road. Also, provide an eastbound and westbound bus top on the extension of San Gorgonio Road. An offsite bus stop shall be provided on northbound Marquita Street (GCT, PL).
55. Provide bus stop benches or benches and shelters on San Gorgonio Road per City and Gold Coast Transit requirements. (GCT, PL)

**DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS**

56. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at the time the City issues building permits. (DS-1)
57. Developer shall have the site improvement plans prepared on standard Development Services Division mylars by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and the original ink-on-mylar plans filed with the Development Services Division. (DS-3)
58. Developer shall submit improvement plans and drainage calculations that demonstrate that storm drainage from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
59. Developer shall protect building pads from inundation during a 100-year storm. (DS-5)
60. Developer shall remove and replace all improvements that are damaged during construction. (DS-6)
61. Each structure shall be served by separate sewer and water services. There shall be no interconnections between structures. (DS-8)
62. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
63. Developer shall install on-site and off-site utility services underground in accordance with City ordinances in effect at the time City issues the building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
64. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code and shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
65. A civil engineer licensed in the State of California shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Such plans and documents shall include, but not be

limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans; a master utility plan showing the layout and location of all on-site and off-site utility improvements that serve the project; construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not accept an application for the final map or parcel map for the project or issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)

66. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no such map, then at the time of public improvement plan approval. (DS-17)
67. Developer agrees, as a condition of approval of this resolution, to indemnify, defend and hold harmless, at Developer's expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer in the defense thereof. Developer shall reimburse City for any court costs and attorney's fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve Developer of the obligations of this condition. Developer's acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)
68. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, breezeways, parkways, landscaping, utilities, drainage facilities, and other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)
69. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)
70. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)

71. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
72. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
73. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
74. Prior to approval of the final map or parcel map, Developer shall provide the City Engineer with written evidence from the Ventura County Clerk's Office that Developer has executed and filed with the Clerk all certificates, statements and securities required by Government Code Sections 66492 and 66493. (DS-26)
75. "Standard Specifications for Public Works Construction," latest edition, and any modifications thereto by City, and City of Oxnard Standard Land Development Specifications and all applicable City Standard Plans, shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
76. Developer shall retain a Civil Engineer licensed in the State of California to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of the certified "as-built" plans is a condition of City's final acceptance of the project. (DS-29)
77. All grading shall conform to City's grading ordinance and any recommendations of Developer's soils engineer that have been approved by the City Engineer. Developer shall conform to all applicable notes specified on the site improvement/grading plan cover sheet and grading permit. (DS-30)
78. In order to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way, Developer shall construct required drainage facilities concurrently

with the rough grading operations, or with prior approval of the City Engineer, provide interim drainage improvements on a temporary basis. (DS-31)

79. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)
80. Each lot shall drain into a street, alley, or approved drain so that there will be no undrained depressions. (DS-35)
81. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consents from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project, as evidence that such landowners accept any additional water flowing over their property. (DS-36)
82. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
83. By title sheet dedication at the time of filing the subdivision map, Developer shall dedicate all water rights for the project property to City. (DS-39)
84. Developer shall install water mains, fire hydrants and water services in conformance with City Standard Plans and specifications as directed by the City Engineer. (DS-41)
85. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time City issues building permits. There shall be no interconnections between structures. (DS-42)
86. Prior to issuance of building permits, Developer shall present to the City Engineer a "Proof of Payment - Authorization for Building Permits" form issued by the Calleguas Municipal Water District, if required. (DS-44)
87. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Before performing the tests, Developer shall obtain permits from the City Engineer. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)

88. Developer shall construct all street and road improvements in conformance with the City Code, the City's 2020 General Plan, and any applicable specific plan. (DS-48)
89. Developer shall provide soils reports, "R" value tests, and compaction tests for all streets. Determination of the actual structural sections shall be based on City's design procedure, applying the appropriate traffic index specified in City standards. (DS-53)
90. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
91. Prior to release of the final map or parcel map for recordation, Developer shall provide the City Engineer with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, tract number, phase boundary and lot numbers. The City will assign all addresses. (DS-56)
92. Prior to release of the final map or parcel map for recordation, Developer shall post a bond or other security satisfactory to the City Attorney, guaranteeing that all monuments will be set as required by the Government Code and the City Code. (DS-57)
93. Developer shall dedicate to City and improve streets abutting a park site to their full width in accordance with City standards. (DS-58)
94. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
95. As part of the master utility plans, Developer shall submit a street lighting plan. On City's approval of the plan, Developer shall install streetlights in accordance with the plan. (DS-60)
96. Prior to City approval of any development improvement plans, Developer shall obtain approval signatures from Southern California Edison Company, Southern California Gas Company, General Telephone Company, and all cable television companies. (DS-63)
97. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
98. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all public and private street intersections and every driveway for each private lot. (TR-71)

99. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a site improvement or a building permit. (TR-74)

100. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)

### **STORMWATER QUALITY CONDITIONS**

101. Developer shall comply with all National Pollutant Discharge Elimination System (NPDES) permit Best Management Practice (BMP) requirements in effect at the time of grading or building permit issuance. Requirements shall include, but not be limited to, compliance with the Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). (DS)

102. Developer shall design streets (public and private), alleys, parking lots and other vehicular drive and parking areas to minimize degradation of stormwater quality. Using Best Management Practices (BMPs), such as, sand filters, landscaped areas for infiltration, basins, oil and water separators or approved equals, Developer shall intercept and effectively prevent pollutants from discharging to the storm drain system. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of a site improvement permit. (DS)

103. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance program ("the Program") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all post-construction BMPs included in the project design unless such maintenance is accepted in writing by the City. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No building permit shall be issued until the Development Services Manager approves the Program and Developer provides an executed copy for recordation. (DS)

104. Developer shall clean on-site private storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning. (DS)

105. Prior to issuance of a certificate of occupancy, on-site storm drain inlets shall be labeled "Don't Dump - Drains to Ocean" in accordance with City standards. Before City issues a site improvement permit, the requirement to label storm drain inlets shall be shown on the civil engineering plans. (DS)

106. Prior to issuance of a grading permit or commencement of any clearing, grading or excavation, Developer shall provide the City Engineer with a copy of a letter from the California State Water Resources Control Board, Storm Water Permit Unit assigning a permit identification number to the Notice of Intent (NOI) submitted by Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all additional requirements of the General Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to stormwater and shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit pollutants from the construction site entering the storm drain system. Developer shall keep the SWPPP updated to reflect current site conditions at all times and shall keep a copy of the SWPPP and the NOI on the site and make them available for City or designated representative to review upon request. (DS)

#### **DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS**

107. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of the final subdivision map, address map, and civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-101)
108. Developer shall provide onsite detention within this project limits storm water runoff to pre-project runoff rates during 10 year, 50 year and 100 year storm events. Developer shall include appropriate calculations demonstrating compliance with this condition in the project drainage report. (DS)
109. Developer shall design underground detention with NPDES pre-treatment to remove trash and sediment prior to stormwater entering detention system. Underground detention system shall include maintenance access points as required by the Development Services Manager. (DS)
110. Developer shall design detention basins for easy access of maintenance vehicles. Final design is subject to approval of Development Services Manager. (DS)
111. Developer shall design single family home fine grading to drain stormwater to the street via surface swales. The Development Services Manager may approve the use of area drains in circumstances where specific site conditions dictate that such drains are the only appropriate solution. (DS)
112. Storm drain infrastructure within private streets shall be privately owned and maintained except those portions of the system that convey stormwater from upstream public streets. Private storm drain system shall meet public hydraulic design standards. (DS)

113. Notwithstanding any other condition contained within this resolution, with prior written approval of the Development Services Manager, Developer may obtain a grading permit for preliminary site grading prior to recordation of a final map or approval of complete infrastructure improvement plans. (DS)
114. Developer shall include on the final map a minimum 15 foot wide easement to the City for all storm drain facilities to be dedicated to the City. (DS)
115. Developer may include phased implementation of the storm drain system provided that post-construction NPDES-compliant stormwater treatment is provided at the end of each phase of construction. (DS)
116. Developer shall update the Preliminary Sewer System Capacity Report & Engineering Analysis for submittal with the first phase of development. Construction timing of the downstream improvements determined necessary in the Analysis is to be included in the Infrastructure Phasing Plans. (DS)
117. Wastewater infrastructure within private streets shall be designed in accordance with City design standards but shall be privately owned and maintained except those portions of the system that convey wastewater from upstream public streets. Developer shall provide proof that maintenance responsibility for these facilities is included in the property owner's CC&Rs. (DS)
118. Developer shall include on the final map a minimum 15 foot wide easement to the City for all wastewater facilities to be dedicated to the City. (DS)
119. Developer shall dedicate a waterline easement to the City over all portions of the domestic water distribution system (up to and including the water meters) within private alleys (lanes) or other private property. (DS)
120. Developer's engineer shall provide detailed water system calculations (based on recent in-place fire hydrant flow tests) and plans for the project demonstrating that project meets City design requirements. The design and sizing of all proposed water improvements shall meet the needs of the ultimate specific plan build-out as well as the interim requirements of the proposed phase and shall result in a well-interconnected water system. The required calculations and plans are subject to the approval of the Development Services Manager prior to the issuance of a site improvement/grading permit or recordation of each phase of the final map. (DS)
121. Developer shall provide irrigation and domestic (if necessary) water meter(s) to parks on lots A and B, and any other landscaped areas as directed by the Development Services Manager. (DS)

122. If water system calculations indicate a requirement to replace the existing 6-inch waterline in First Street, Developer shall connect to the new waterline all existing connections to the 6-inch line such that the entire 6-inch line may be abandoned. (DS)
123. Developer shall provide a minimum of two points of vehicular access to all phases of construction. (DS)
124. Developer's final maps shall include dedication of an access easement to the City over all private streets and alleys for Government Vehicles. (DS)
125. Modify the intersection at Camino Del Sol and Rose Avenue as identified in the Project's Traffic Study. Modifications shall include, but are not limited to, the re-stripping of eastbound Camino Del Sol to provide a dedicated right turn lane. (TR)
126. Modify Traffic signal at San Gorgonio Avenue and Rose Avenue as identified in the Traffic Study. Modifications shall consist of installation of eastbound traffic signal indicators, detection loops necessary signs and striping for both east and westbound San Gorgonio Avenue. All other improvements as determined are necessary relating to the signal modifications shall also be completed by the Developer. (TR)
127. For all single-family detached lots, Developer shall construct a level concrete pad for storage of two refuse containers out of view of the public street. The storage location shall not be within the garage. Developer shall provide a paved path from the storage location to the street curb that does not require entering the garage. All gates or doors along the path shall be constructed with a minimum of 36 inches of clear space to allow passage of the City issued containers. Storage location and path shall be shown on the fine grading plans. (DS)
128. Prior to submittal of the first phase of infrastructure improvement plans, Developer shall submit infrastructure phasing plans for review and approval by the Development Services Manager. Phasing plans shall include, but not necessarily be limited to, infrastructure for sewer, water, storm drain and access to both the new improvements and existing improvements to be removed in future phases. (DS)
129. Developer shall join all existing adjacent offsite lots with either a slope not exceeding 2 (Horizontal):1 (Vertical) with the slope being on the down-slope lot or provide a retaining wall as approved by the Development Services Manager. (DS)
130. Developer shall place underground all existing overhead utility lines on or adjacent to the site in accordance with City Ordinances in effect at the time of recordation of the first final map. Compliance with this condition shall be indicated on the project infrastructure plans and security sufficient to guarantee compliance shall be posted with the City Attorney's Office prior to issuance of a site improvement permit. (DS)

131. Developer may submit phased improvement plans corresponding to phased final maps. Extent of improvements with each phase is subject to the review and approval of the Development Services Manager. Temporary improvements such as vehicle turnarounds, barricades, waterline blow-offs, or other improvements may be required as deemed necessary by the Development Services Manager. (DS)
  
132. Developer shall list all grading or air quality related environmental mitigations measures on the grading plan cover sheet. Developer shall cause all project contractors to comply with these mitigations during all phases of construction. (DS)

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 21st day of February, 2008, by the following vote:

AYES: Commissioners

NOES: Commissioners

ABSENT: Commissioners

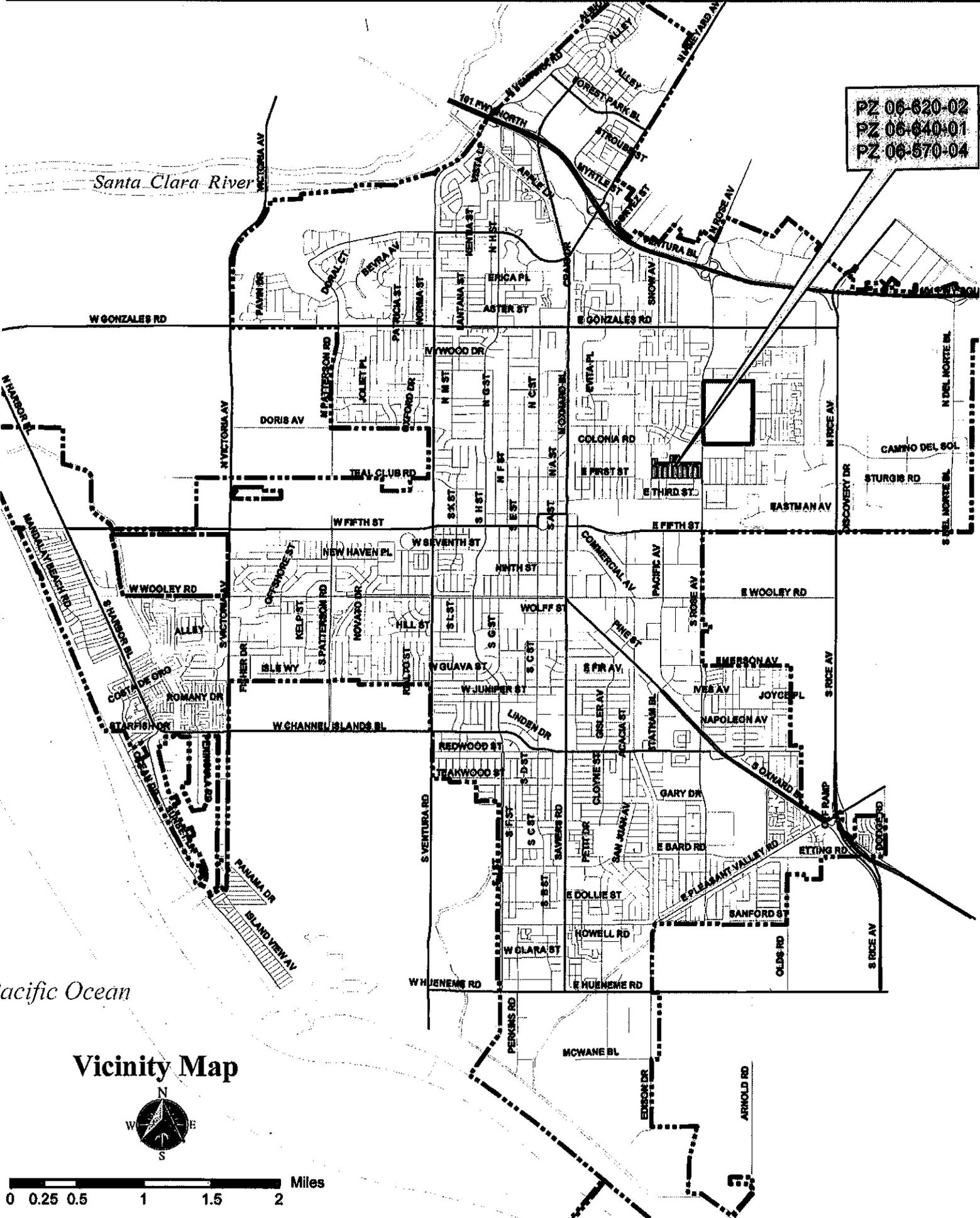
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Michael Sanchez, Chairman

ATTEST: \_\_\_\_\_  
Susan L. Martin, Secretary

**ATTACHMENT B  
VICINITY MAP**

PZ 06-620-02  
PZ 06-640-01  
PZ 06-670-04



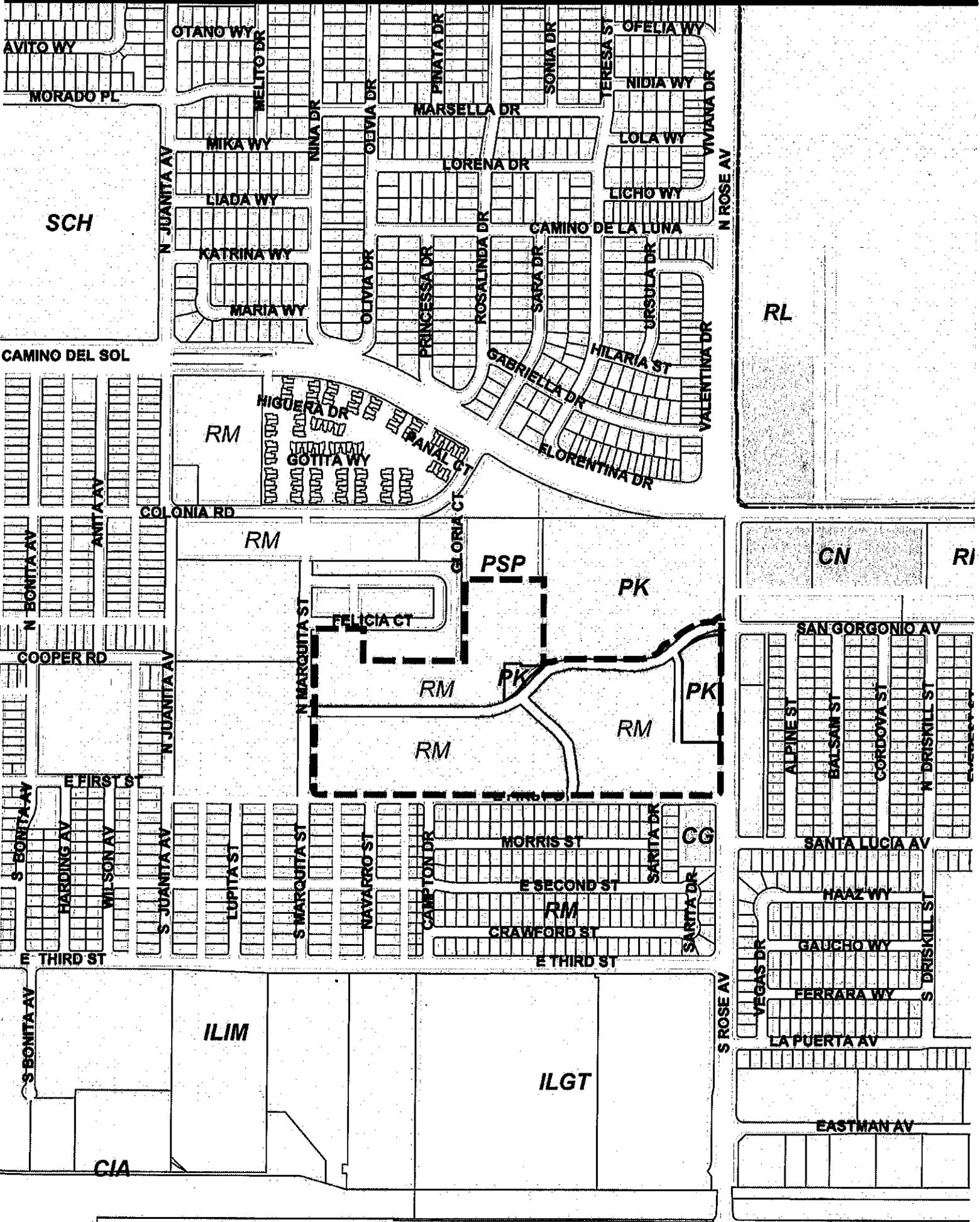
Vicinity Map



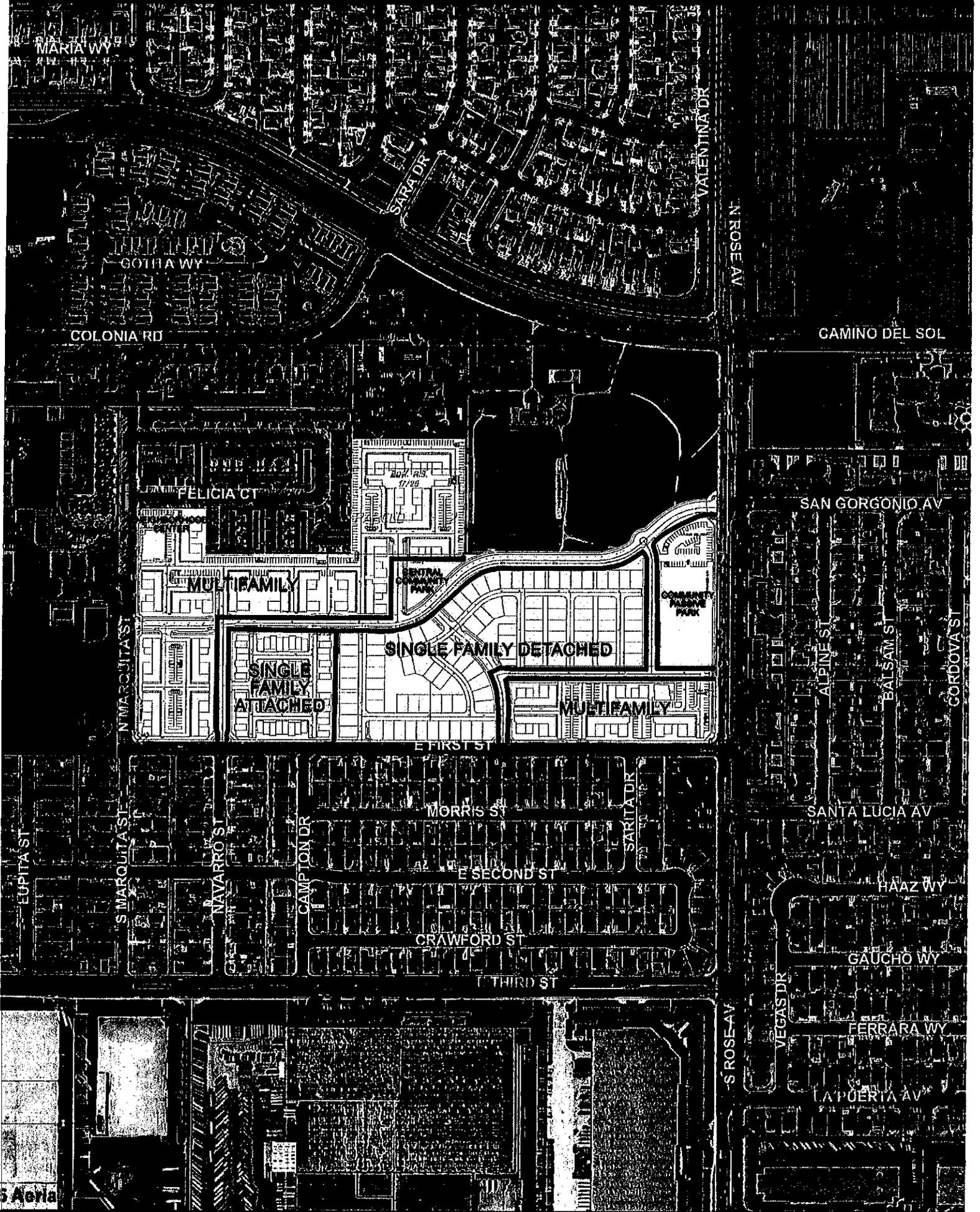
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**ATTACHMENT C  
GENERAL PLAN MAP**

# General Plan Amendment



**ATTACHMENT D**  
**LAS CORTES SPECIFIC PLAN CONCEPTUAL LAND USE PLAN**



**ATTACHMENT E**  
**MITIGATED NEGATIVE DECLARATION 06-04**



PLANNING & ENVIRONMENTAL SERVICES  
305 WEST THIRD STREET  
OXNARD, CALIFORNIA 93030

## MITIGATED NEGATIVE DECLARATION NO. 06-04

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning and Environmental Services Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

PZ 06-620-02 (General Plan Amendment), PZ 06-640-01 (Specific Plan Review), PZ 06-300-05 (Tentative Subdivision Map for Tract No. 5687), and PZ 06-570-04 (Zone Change) to redevelop an existing 28-acre residential site and 3.3 acres of park into a master planned community located on the north side of East First Street between South Rose Avenue & Marquita Street. The proposed community would consist of four neighborhoods with 241 new units (101 detached single family homes, 60 attached condominiums/townhouses, and 80 affordable apartments); replacement of the existing 260 public housing units with 260 Section 8 multi-family rental units; and provide two (2) separate public parks areas (1.9 gross acres total), a 21,000 square foot neighborhood center, a 2,500 square foot leasing center, and related street, park and landscaping improvements. Ten percent of the single-family homes and twenty percent of the attached condominiums will be designated affordable. The project is located on the north side of East First Street, between South Rose Avenue & Marquita Street. Filed by Steadfast Residential Development, LLC, 4343 Von Karman Ave, Suite 300, Newport Beach, CA 92660; the City of Oxnard Housing Authority, 435 South "D" St., Oxnard, CA, 93030 and the City of Oxnard, 300 West Third Street, Oxnard, CA 93030.

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Noise
- Public Services
- Population and Housing
- Recreation
- Transportation/Traffic
- Utilities

| Environmental Impact     | Significance Before Mitigation | Recommended Mitigation Measure  | Significance After Mitigation | Responsible Party   |
|--------------------------|--------------------------------|---|-------------------------------|---|
| Air Quality (Short-term) | Temporary Minor Impact         | <p>C-1 Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.</p> <p>C-2 During smog season (May through October), Developer shall lengthen the construction period so as to minimize the number of vehicles and equipment operating at the same time.</p> <p>C-3 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.</p> <p>C-4 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.</p> <p>C-5 During construction, Developer shall control dust by the following activities:</p> <ul style="list-style-type: none"> <li>• All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</li> <li>• All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.</li> </ul> <p>C-6 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.</p> <p>C-7 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and</p> | Less Than Significant Impact  | <p>At plan check:<br/>Planning Division</p> <p>Onsite:<br/>Development Services</p> |

| Environmental Impact    | Significance Before Mitigation | Recommended Mitigation Measure  | Significance After Mitigation | Responsible Party   |
|-------------------------|--------------------------------|---|-------------------------------|---|
|                         |                                | <p>excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.</p>   |                               |   |
| Air Quality (Long-term) | Potentially Significant        | <p>C-8 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.</p> <p>C-9 Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance.</p> <p>C-10 Prior to issuance of a demolition permit for demolition of any on-site structures, Developer shall notify the District and shall conduct demolition and renovation activities in compliance with District Rule 62.7, <i>Asbestos - Demolition and Renovation</i>. Rule 62.7 governs activities related to demolition of buildings with asbestos-containing materials. This rule establishes the notification and emission control requirements for demolition activities. Specifically, this rule requires that the owner or operator of a facility shall removal all asbestos-containing material from a facility being demolished.</p> | Less Than Significant Impact  | Planning Division and Development Services  |
| Biology                 | Potentially Significant        | <p>ID-1. Based on the final accepted arborist report, the Public Works, Parks &amp; Maintenance Service Division shall determine and shall have the final approval of the following: a) trees to be saved and incorporated into the development; b) trees to be removed and replaced with trees of specified species and sizes meeting the City required minimum of 24" box; c) appraisal value of trees removed shall be put back into new trees and landscaping; or d) mitigation fee to be paid for the appraisal value of the loss of the trees that are not saved or replaced.</p>   |                               |   |
| Cultural Resources      | Potentially Significant        | <p>E-1 Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Venturo Chumash descendant). Monitoring shall be required all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may</p>  | Less Than Significant Impact  | <p>Prior to grading permit issuance: Planning Division.</p> <p>Onsite: Development Services</p> |

| Environmental Impact | Significance Before Mitigation | Recommended Mitigation Measure  | Significance After Mitigation | Responsible Party           |
|----------------------|--------------------------------|---|-------------------------------|-----------------------------|
|                      |                                | <p>require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource.</p> <p>The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.</p> <p>Contracts shall include monthly reports from the archaeological monitor to the Planning &amp; Environmental Services Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits.</p>   |                               |                             |
| Geology and Soils    | Potentially Significant        | <p>F-1 Prior to issuance of building permit, the applicant 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 earthquake/ 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.</p> <p>F-2 All construction shall meet the minimum requirements of the Uniform Building Code for anticipated seismic activity within the region.</p>   | Less Than Significant Impact  | Development Services        |
| Noise                | Potentially Significant        | <p>K-1 To mitigate the traffic noise impacts associated with project plus year 2020 General Plan build out traffic, the second floor deck of the single-family residences immediately adjacent to and facing East First Street shall include a perimeter soundwall of not less than 5 feet in height, measured from the floor elevation of the deck, to achieve sound levels at or below 65 db CNEL. An acoustical specialist shall determine the placement, materials and height of the barrier. Sound rated windows may also be required to reduced sound to less than or equal to 45 db CNEL for interior noise and less than or equal to 65 db CNEL for exterior noise.</p> <p>K-2 Developer shall prepare and record a notice to appear in all deeds of property within the project relating to the soccer field noise and inhabitants may be affected by such noise. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the</p> | Less Than Significant Impact  | Planning Division & Housing |

| Environmental Impact          | Significance Before Mitigation | Recommended Mitigation Measure   | Significance After Mitigation | Responsible Party                         |
|-------------------------------|--------------------------------|--|-------------------------------|---|
|                               |                                | Ventura County Recorder's Office. All future purchasers and renters of dwelling units shall be provided with a copy of the notice relating to the soccer field noise that affects the property.  |                               |   |
| Population and Housing        | Potentially Significant        | L-1 Developer shall continue to actively pursue relocation of the families who have valid claims for relocation, in accordance with the plan submitted by the Developer. As directed by the Housing Director, Developer shall continue to schedule and conduct the community meetings until all such families have been successfully relocated.        | Less Than Significant Impact  | Planning Division & Housing               |
| Public Services               | Potentially Significant        | M-1 Prior to issuance of building permit(s), Developer shall pay all required development impact fees.   | Less Than Significant Impact  | Planning Division                         |
| Recreation                    | Potentially Significant        | N-1 Prior to issuance of building permit(s), Developer shall pay all required development impact fees.   | Less Than Significant Impact  | Planning Division                         |
| Transportation and Traffic    | Potentially Significant        | O-1 Prior to issuance of building permit(s), Developer shall pay all required traffic development impact fees.   | Less Than Significant Impact  | Planning Division & City Traffic Engineer |
|                               |                                | O-2 Prior to City Council approval of final eight-lot master subdivision map, all roadway design specifications shall be completed by a registered traffic engineer to the satisfaction of the City Traffic Engineer.  |                               |   |
| Utilities and Service Systems | Potentially Significant        | P-1 The applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division, which ensures that the Water Division has adequate water to serve the development.  | Less Than Significant Impact  | Planning Division                         |
|                               |                                | P-2 Storm water runoff shall be limited to the runoff rates specified by the Development Services Program and onsite detention may be required. All detention basins, if needed, shall be designed in accordance with City standards and policies.   |                               |   |
|                               |                                | P-3 Developer shall submit source reduction and recycling plans to the City to provide information on how waste generated during construction is to be diverted from landfills. This plan shall be submitted to and approved by the City prior to issuance of a building permit.   |                               |   |
|                               |                                | P-4 To ensure accurate and consistent monitoring of solid waste mitigation measures, Developer shall arrange with the City Environmental Resources (Solid Waste) Division for the collection of materials and recycling of materials generated from the construction and occupancy. This shall be accomplished prior to issuance of a building permit. |                               |   |
|                               |                                | P-5 Developer shall make provisions to divert at least 50% of the waste material generated during operation through source reduction, recycling, reuse, and/or green waste programs. Developer shall submit an Occupancy Recycling Plan to the Environmental Resources   |                               |   |

| Environmental Impact | Significance Before Mitigation | Recommended Mitigation Measure  | Significance After Mitigation | Responsible Party |
|----------------------|--------------------------------|---|-------------------------------|-------------------|
|                      |                                | <p>Division, which shall include the following information: estimated quantities and materials to be generated, management method to be used to reduce landfill disposal; quantity, size and location of recycling and trash bins, destination of material including the names of haulers and facility locations. Recycling and green waste shall be hauled to the City's Materials Recycling Facility. The Occupancy Plan form must be submitted and approved by the Environmental Resources Division prior to issuance of a certificate of occupancy.</p> <p>In addition, Developer shall submit an Occupancy Recycling Report annually to the Environmental Resources Division on the anniversary date of the certificate of occupancy. The Report shall include the following information: material type recycled, reused, salvaged or disposed; quantities, management method, destination of material including hauler names and facility locations. Documentation must be included such as weight tickets or receipts regarding the above.</p> <p>P-6 Developer shall install clearly labeled storage containers in a kitchen base cabinet within each residence to facilitate separate disposal of recyclable and non-recyclable waste typically generated by residents. The location and specifications (size, materials, etc.) of such storage unit shall be shown on the construction document floor plans submitted to the City for building permits. Recycling guidelines shall be clearly posted on the door of the storage cabinet. The intent of this mitigation measure is to create a situation wherein recycling is as convenient for residents as disposing of trash. If Developer is installing a trash chute within a multi-story residential building, the Developer shall also install a recycling chute for recyclable materials adjacent to the trash chute provided within the building.</p> <p>P-7 Developer shall provide literature in each residence (including on the door of the recycling / storage cabinet, as detailed above) explaining the importance of recycling, what can be recycled, and providing suggestions for source reduction, as well as water and energy conservation.</p> |                               |                   |

- Attachments:
- A. Initial Study/MND 06-04
  - B. Vicinity Map
  - C. Reduced Project Plans
  - I. Traffic Study
  - J. Parking Analysis
  - K. Applicant's Agreement to Mitigation Measures

- D. Aerial Map
- E. Air Emission Modeling
- F. Archaeological Survey
- G. Noise Study
- H. Project Housing Types



Planning & Environmental Services Division  
305 West Third Street  
Oxnard, CA 93030  
805/385-7858  
FAX 805/385-7417

## INITIAL STUDY MITIGATED NEGATIVE DECLARATION

Steadfast Residential Development, LLC  
4343 Von Karman Ave, Suite 300  
Newport Beach, CA 92660  
The City of Oxnard Housing Authority  
435 South "D" St., Oxnard, CA, 93030  
The City of Oxnard  
300 West Third St., Oxnard, CA 93030.

PZ 06-620-02 General Plan Amendment  
PZ 06-570-04 Zone Change  
PZ 06-300-05 Tentative Subdivision Map  
PZ 06-640-01 Specific Plan Review

Northside of East First Street, between South Rose Avenue & Marquita Street  
May 21, 2007

### Introduction

This *Initial Study* has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, and the *CEQA Guidelines* as revised. *Section 15063(c)* of the *CEQA Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
  - Focusing the EIR on the effects determined to be significant;
  - Identifying the effects determined not to be significant;
  - Explaining the reasons why potentially significant effects would not be significant; and
  - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) was used along with other pertinent information for preparing the *Initial Study* for this project.

The purpose of the *Threshold Guidelines* is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. Furthermore, the *Threshold Guidelines* provide instructions for completing the *Initial Study* and determining the type of environmental document required for individual projects.

Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the impact cannot be reduced or avoided, an Environmental Impact Report (EIR) must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed. The preparation of an EIR can be a costly and time-consuming process.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA *Guidelines* define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location.

To help clarify and standardize decision-making in the environmental review process, Oxnard has developed thresholds of environmental significance. Thresholds are measures of environmental change that are quantitative for subjects like noise, air quality, and traffic; and qualitative for subjects like aesthetics, land use compatibility, and biology. These thresholds are used in the absence of other empirical data to define the significance of impacts. For some projects, however, special studies and/or the professional judgment of City staff may enter into the decision-making process. Therefore, Oxnard's thresholds are intended to serve as guidelines, and to augment existing CEQA provisions governing the definition of significance.

The City's environmental thresholds will be periodically updated as new information becomes available, or as standards regarding acceptable levels of environmental change are reevaluated. For example, the air quality thresholds adopted by Oxnard were established through State and Federal legislation. These standards, and the methodology used to compute them, may change over time. When this occurs, the City will evaluate the data and, if necessary, modify the thresholds to reflect improved awareness.

When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements imposed by those agencies, as well as any additional requirements established by the City of Oxnard.

**CITY OF OXNARD  
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

1. Project Title: The Courts Residential Project
2. Lead Agency Name and Address: City of Oxnard, Planning & Environmental Services Division, 305 West Third Street, Oxnard, CA 93030
3. Contact Person and Phone Number: Nicole Doner, Associate Planner, 805-385-8312
4. Project Location: North side of East First Street, between South Rose Avenue & Marquita Street
5. Project Applicants Name and Address: Steadfast Residential Development, LLC, 4343 Von Karman Ave, Suite 300, Newport Beach, CA 92660; City of Oxnard Housing Authority 435 South "D" St., Oxnard, CA, 93030; City of Oxnard, 300 West Third St., Oxnard, CA 93030.
6. General Plan Designation: Residential Low Medium (8-12 DU/ AC)/ Public/ Semi-Public
7. Zoning: Garden Apartment (R-3) / Multiple-Family Residential (R-2)
8. Description of Project: Redevelop an approximately 31.3-acre public housing site and park with a master planned community of four neighborhoods. The project will include: 1) 101 detached for sale single family homes; 2) 60 attached for sale condominiums/ townhouses; 3) 80 affordable rental apartments; 4) replacement of 260 public housing units with 260 Section 8, affordable, rental, multi-family units; 5) two separate public parks areas (1.90 gross acres total); 6) a 21,000 square foot neighborhood center; 7) a 2,500 square foot leasing center; and 8) related street and landscaping improvements. Ten percent of the single-family homes (#1) and twenty percent of the attached condominiums (#2) will be designated affordable.

Entitlements being sought with this project are a General Plan Amendment changing the following: 3.3 acres of the site currently designated Public/ Semi-Public (PSP) to Residential Medium (RM), 26 acres currently designated Residential Low Medium (RLM) to Residential Medium (RM), and 1.90 acres currently designated Residential Low Medium (RLM) to Park (PK); a proposed Oxnard Courts Specific Plan identifying project-specific development standards for each neighborhood/ product type; a Zone Change to rezone approximately 29 acres to R-3/PD; and a Master Tentative Subdivision Map for eight (8) major project components.

The project would be constructed in three phases and would not achieve full build-out until approximately Spring 2013.

The project will be subject to changes warranted by the following studies that mandate avoiding exceedance of applicable CEQA thresholds of significance: Revised Traffic and parking studies to include analysis of the neighborhood center, new traffic patterns and parking requirements; Revised Hydrology Analysis to include a final preliminary storm drain study and an NPDES study that clearly demonstrates all storm drain runoff from the site is treated in accordance with the technical manual; and Proposed Lighting and Photometric Plan for project areas and recreational facilities.

9. Surrounding Land Uses and Setting:

The project site itself is comprised of an existing public housing development consisting of 260 units and a 3.3-acre park space devoted to playing fields. The Courts at La Colonia Village were one of Oxnard's first public housing projects, made up of 130 single story duplexes totaling 260 units, and are now 54 years old. Due to the construction material (gunite) used on the original project that has become brittle with age, the homes are deteriorated and contain lead based paint and asbestos. The surrounding area is fully developed and land uses and zoning are listed in the table below.

| <b>Direction</b> | <b>GP/Zoning</b>   | <b>Land Use</b>   |
|------------------|--|---|
| North            | Residential Low Medium, Public/<br>Semi-Public, and Park/<br>R-3, R-2, and C-R         | Multi-family residential<br>Del Sol Park                                |
| South            | Residential Low, Residential Medium,<br>and Commercial General/<br>R-1, R-PD, and C-PD | E. First Street<br>Single-family residential<br>Neighborhood commercial |
| East             | Residential Medium/<br>R-2-PD  | Rose Avenue<br>Multi-family residential                                 |
| West             | School, Park/<br>R-2   | N. Marquita Street<br>Chavez Elementary<br>Colonia Park                 |

10. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement): City of Oxnard Housing Authority.

11. Environmental Impact Report Determination: No EIR will be required as all impacts will be mitigated to a less than significant level with incorporation of all proposed mitigation measures.

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                           | <input type="checkbox"/> Agricultural Resources             | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources      | <input checked="" type="checkbox"/> Cultural Resources      | <input checked="" type="checkbox"/> Geology/Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials        | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning                 |
| <input type="checkbox"/> Mineral Resources                    | <input checked="" type="checkbox"/> Noise                   | <input checked="" type="checkbox"/> Population/Housing     |
| <input checked="" type="checkbox"/> Public Services           | <input checked="" type="checkbox"/> Recreation              | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |  |

#### DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

|   |                         |
|---|-------------------------|
|  | <u>5/30/2007</u>        |
| Signature   | Date                    |
| <u>Susan Martin</u>   | <u>Planning Manager</u> |
| Print Name  | Title                   |

## **EVALUATION OF ENVIRONMENTAL IMPACTS**

1. 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).
2. 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.
3. 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 required.
4. “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,” cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - 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.
6. 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.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. 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.

**A. AESTHETICS**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Have a substantial adverse effect on a scenic vista? (2020 General Plan, VIII - Open Space/ Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (2020 General Plan, VIII - Open Space/ Conservation Element; XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 3. Substantially degrade the existing visual character or quality of the site and its surroundings? (2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

Discussion:

- 1-3) The project site is located within a completely developed portion of the city. According to the 2020 General Plan, the aesthetic resources in this area are north-south streets that provide views of the mountains to the north and east-west streets that provide views eastward toward the Santa Monica Mountains. Rose Avenue, a designated scenic corridor which borders the project site to the east, provides such views which will be partially obstructed at low angles by the new three-story development. In addition, all aspects of the project are subject to review by the Development Advisory Committee (DAC), and the project will be required to meet the city's applicable landscape and zoning standards. Other natural scenic resources within the City include beaches, coastline, agricultural areas and parks. This project site is not within or adjacent to these scenic resources. **Therefore, no significant adverse impacts related to scenic resources and visual quality are expected to result from this project.**
- 4) The proposed residences and other uses related to the project are not anticipated to be associated with excessive nighttime lighting or glare; associated nighttime activity is expected to be minimal and lighting would be designed in accordance with standard City lighting specifications. Consistent with standard City park operation hours, the proposed passive park will be available for public use from dusk to dawn; lighting for evening/nighttime activity would, therefore, not be required.

It should be noted that as a part of this project, the soccer fields located north of the project will be improved with Astroturf and are currently being used for organized sporting and community events year round. The northwestern soccer field offers 2,000 bleacher seats and 30-foot cobra lighting for soccer games in the evening. Nighttime soccer events are held four evenings a month (Thursday and Friday evenings until 9pm) throughout the year, which will create light and glare to adjacent residences. However, as described in the Project Description, the Planning and Environmental Services Division will require review and approval of a photometric plan prepared by an electrical engineer certifying the exterior illumination intensities provided by the soccer field lighting, parking lot light standards and/or any other exterior lighting devices, such as wall mounted light fixtures meet the mandated light restrictions. By incorporating the design changes from the photometric plan, the impacts due to lighting are expected to be less than significant

**Mitigation:** Based on the discussion provided above, no significant impacts are expected to occur as a result of this project; therefore no mitigation measures are required or proposed.

**B. AGRICULTURAL RESOURCES\***

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

\* In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland.

Discussion:

1-3) The site is located in a fully urbanized area and is currently developed. This site is not included in a Williamson Act Contract. The nearest significant agricultural property is unincorporated farmland located to the northeast, approximately 1 mile away. Unincorporated areas that are located outside of the *City's Urban Restriction Boundary (CURB)* and agricultural farmland are subject to the provisions of the 1998 "Save Open Space and Agricultural Resources" (SOAR) initiative which was adopted by the voters in Ventura County in 1998. No significant impacts related to agriculture will exist as a result of this project. Development of the subject site is not expected to affect available use of existing agricultural land. **No impacts are expected due to these concerns.**

Mitigation: Based on the discussion provided above, no significant impacts are expected to occur as a result of this project; therefore no mitigation measures are required or proposed.

**C. AIR QUALITY\***

| Would the project:  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation | Less than<br>Significant<br>Impact  | No Impact                |
|---|--------------------------------------|--|-------------------------------------|--------------------------|
| 1. Conflict with or obstruct implementation of the applicable air quality plan? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> )  | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> )   | <input type="checkbox"/>             | <input checked="" type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |
| 3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> ) | <input type="checkbox"/>             | <input checked="" type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |

4. Expose sensitive receptors to substantial pollutant concentrations? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)
5. Create objectionable odors affecting a substantial number of people? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)

\* Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Discussion:

1-5) Consistency with the 1997 Air Quality Management Plan (AQMP): The Ventura County Air basin is currently a non-attainment area for both the Federal and State standards for ozone and the state standards for PM10. Exceedance of air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. It should be noted, however, that the goal of the Ventura County Air Quality Management Plan (AQMP), which was most recently revised in 1997, is to reduce pollutant concentrations below National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls. The plan predicts attainment of the Federal ozone standards by the year 2005. To achieve full compliance, the Federal one-hour ozone standard cannot be exceeded more than one day in any year for three consecutive years. Although there were no exceedances of the Federal one-hour ozone standard throughout the South Central Coast Air Basin in 2004 and 2005, there were two exceedances in 2003. Attainment, therefore, has not yet been achieved.

According to the Ventura County Air Pollution Control District (APCD), any General Plan Amendment with a residential component that would result in a substantial population increase above that identified within the most recently adopted AQMP would be considered inconsistent with that plan and would be considered a cumulatively significant impact.

Approximately 28 acres of the 31.3-acre project site are designated Residential Low Medium within the Oxnard 2020 General Plan, which contemplated buildout of the project site at approximately 12 dwelling units/ acres. Thus, approximately 336 units were contemplated for the subject property. Approval, therefore, of the project would allow an additional 165 units more than was considered within the Oxnard 2020 General Plan. The associated increase in population would be approximately 660 persons based upon an estimate of approximately 4 persons per housing unit within the City of Oxnard<sup>1</sup>, or approximately 0.3 % of the City's 2007 population estimate, a rate of increase not considered significant by the City. According to the build-out information provided by the applicant, the project will not be built out and fully occupied until 2013. The 2007 AQMP will reflect the City's current population (2005) of 193,000 and allow for future growth. Should further land use entitlements be required (beyond those which are the subject of this

<sup>1</sup> Sources: [www.ci.oxnard.ca.us/demographics.html](http://www.ci.oxnard.ca.us/demographics.html) and AQMP.

analysis), the Ventura County APCD recommends that any future AQMP consistency analysis be conducted based on the population estimates contained within the forthcoming 2007 AQMP. Based on the above extrapolation, the addition of an estimated 660 persons associated with the project to the most current APCD population estimate of 170,277 persons would not come close to exceeding the estimated 2013 population forecast of 181,773 persons. The proposed project, therefore, would not be inconsistent with the AQMP. **Associated AQMP impacts would, therefore, be less than significant.**

Short-term Impacts: Air quality impacts from construction of the proposed project would occur from combustive emissions due to heavy equipment usage and particulate matters emissions in the form of fugitive dust associated with earthmoving activities. The project contemplates 10,000 cubic yards (cy) of cut and 115,000 cy of fill, along with typical over-excavation and compaction. Demolition, grading, and construction would be spread over a period of approximately six years. The percentage of pollutant emissions, however, related to short-term construction activities has historically represented an insignificant portion of total pollutant emissions. The proposed project could potentially expose construction workers as well as near-by sensitive receptors (children, elderly, and infirm within residential areas, schools, and parks) to pollutants and excessive amounts of airborne materials if appropriate safety precautions are not taken during construction. Standard APCD mitigations will be required in order to minimize construction emissions and maximize dust suppression onsite.

Construction projects sometimes require the demolition of existing buildings at the project site. Depending upon the types of building materials that were used and the year in which the building was constructed, many different areas and fixtures in a building may contain asbestos. Exposure to asbestos may cause serious health effects. For example, asbestos exposure can increase the risk of lung cancer by five times. Cancer of the stomach and internal organs such as the mouth, esophagus, larynx, kidneys, and colon can also be caused by asbestos exposure. Asbestos is likely to be found in buildings constructed before 1979 and almost certain to be present in those built before 1950.

Demolition or renovation activities involving asbestos materials also are subject to APCD Rule 62.7, Asbestos, Demolition and Renovation. The District's Compliance Division should be contacted at 805/645-1443 to determine any asbestos inspection and compliance requirements before commencing demolition or renovation of any building. Compliance with APCD Rule 62.7 is adequate to ensure that asbestos entrainment will not cause a significant adverse impact.

**With inclusion of standard mitigation measures identified in the City's Threshold Guideline—Initial Study Assessment (February 1995) and compliance with APCD permitting requirements, short-term air quality impacts would be considered less than significant.**

**Long-term Impacts:** Potential long-term air quality impacts associated with the proposed project can be contributed primarily to vehicular emissions. The City's adopted thresholds of significance for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NOx) emissions is 25 pounds/ day. Project emissions were calculated utilizing URBEMIS 2002, version 8.7.0 air quality computer emissions modeling program, with the project's first operational year estimated to be 2008; the actual model runs are located within the back of this document as an Attachment . It is estimated that the proposed project would generate a net traffic increase of approximately 1,932 average daily trips (ADT), which coupled with area source emissions from the proposed residential/ park uses, would result in approximately 37.14 pounds/ day of ROC and 33.14 pounds per day of NOx., both of which would exceed the City's air quality thresholds. Emissions that exceed the threshold may be mitigated with the "buy-down" of emissions through a contribution to the City's Transportation Demand Management (TDM) Program. In this case, the resulting project exceeds the ROC thresholds by 12.14 pounds and NOx thresholds by 8.14 pounds. Should all building permits for the proposed project be issued in 2008, the fee for the proposed development would be calculated as follows:

Single Family Dwellings =  $8.497 \times \$6.20 \times 365 \times 3 \text{ years} = \$57,686.13$   
Condominiums =  $5.029 \times \$6.20 \times 365 \text{ days} \times 3 \text{ years} = \$34,141.88$   
Apartments =  $6.71 \times \$6.20 \times 365 \text{ days} \times 3 \text{ years} = \$45,567.33$   
Total TDM fee =  $20.28 \text{ pounds} \times \$6.20/ \text{pound} \times 365 \text{ days} \times 3 \text{ years} = \$137,395.40$

In accordance with current APCD Guidelines, such fees shall be re-assessed at the time of building permit issuance to ensure the correct fees are used in the calculation, based on the number of units and Target Year; the fee listed above is an approximate figure and provided for informational purposes only. **As City and County CEQA Guidelines and adopted policies consider the buy-down TDM fee as full mitigation, associated cumulative long-term air quality impacts would be considered less than significant.**

**CO Hot Spots and Sensitive Receptors:** Projects involving traffic impacts may result in the formation of Carbon Monoxide (CO) hot spots. Although the Ventura County Air Basin is currently an attainment area for CO, exhaust emissions can potentially cause a direct, localized "hotspot" impact at or near the proposed development. CO is a product of incomplete combustion of fossil fuel; unlike ozone, CO is emitted directly out of a vehicle exhaust pipe and is heavier than air. The optimum conditions for a CO hotspot is cool and calm weather (a stable and reduced air mixing layer) at a congested major roadway intersection with sensitive receptors nearby, and where vehicles are either idling or moving at a stop-and-go pace. Sensitive receptors within the project vicinity include existing and proposed residential areas, Chavez Elementary School, as well as existing and proposed park space; these land uses would be likely to have sensitive receptors (i.e., young children, ill, elderly, etc.).

To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hot spots was conducted. The project's Traffic Impact Study evaluated whether or not there would be a decrease in the level of service at the roadways and/or intersections affected by the project. The potential for CO hot spots was evaluated based on the results of the traffic study. The Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol (Caltrans, 1997) was followed. In

accordance with the Protocol, CO hot spots do not require additional quantitative analysis when all three following parameters apply: (1) the project does not significantly increase cold start engine percentages, 2) project does not significantly increase traffic volumes, and 3) project improves traffic flow.

The project Traffic Study (AllianceJB, 2006), which is summarized within the Traffic section, evaluated fifteen (15) intersections in the project vicinity to evaluate the near term (Existing + Pending) and community buildout (General Plan 2020) LOS. As indicated within the Traffic section and as summarized in **Table TT-1 of the Traffic and Transportation Section**, although traffic levels of services at five (5) area intersections would operate at LOS D through F under either the Existing + Pending and/ or General Plan Buildout scenarios, the proposed project itself would not significantly increase traffic volumes at any of these existing impacted intersections. In addition, because the site is already devoted/ planned for residential uses, the proposed replacement with a similar land use would not significantly increase cold start engine percentages, nor would any of the anticipated cold-starts fall within the immediate vicinity of the impacted intersections. Finally, through the project's financial contribution to the construction of the identified planned improvements (see Traffic section), the project would improve traffic flows. **Based upon the above discussion, the generation of carbon monoxide (CO) associated with project-related traffic would not substantially contribute to a CO hotspot where sensitive receptors could be affected by prolonged exposure to high concentrations of CO. Related CO impacts, therefore, to the ambient air quality would be less than significant.**

**Odors:** Odors associated with the proposed project would be similar to those which currently exist in the surrounding area. The project site is currently surrounded by schools, residences, parks, and greenbelts. During the operational phase of the proposed project, anticipated odors would be generated from cooking facilities, and landscape/ building maintenance. In general, these odors are not considered to create a significant nuisance and it is not likely that these odors would cause a significant impact to surrounding receptors. There are no known planned uses in the surrounding area, which would result in objectionable odors. **Associated odor impacts would, therefore, be considered less than significant.**

**Mitigation:** The following mitigation measure shall apply to short- and long-term impacts:

- C-1 Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.
- C-2 At all times during construction activities and on Sundays, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- C-3 During construction and on Sundays, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.
- C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
  - All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- C-5 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
- C-6 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.
- C-7 Throughout construction and on Sundays or any day without construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.
- C-8 Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance.
- C-9 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.
- C-10 Prior to issuance of a demolition permit for demolition of any on-site structures, Developer shall notify the District and shall conduct demolition and renovation activities in compliance with District Rule 62.7, *Asbestos – Demolition and Renovation*. Rule 62.7 governs activities related to demolition of buildings with asbestos-containing materials. This rule establishes the notification and emission control requirements for demolition activities. Specifically, this rule requires that the owner or operator of a facility shall removal all asbestos-containing material from a facility being demolished.

Required Monitoring: Planning staff shall check all plans prior to permit issuance to ensure the above measures are incorporated into the project. The Building Official, or designee, shall monitor all applicable measures until construction is completed.

**Result after Mitigation:** Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to cultural resources. **No further monitoring needed.**

**D. BIOLOGICAL RESOURCES**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 4. 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? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**D. BIOLOGICAL RESOURCES**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? <i>(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)</i>   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| 6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? <i>(2020 General Plan, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)</i> | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

Discussion:

1-6) The proposed project area has been previously developed/ disturbed and is surrounded by streets and urban development. No candidate, sensitive, or special status species are known to inhabit the subject property. No environmentally sensitive habitat, wetlands, riparian corridors, or migratory corridors exist on, or within the vicinity of, the proposed project site. No native plant communities or areas of unique or sensitive habitat identified in a local, regional or state habitat conservation plans are located within the vicinity of the proposed project site. The proposed development would require complete re-grading of the site, with the exception of the pedestrian walkways along Rose Avenue and First and Marquita Streets. An Arborist report was completed by Peter Bogue Designs on March 31, 2006 and identified the total number of trees, their health and economic appraisal value. The report determined that out of a total of 257 trees, 120 trees have the potential to be saved by either transplanting or using reasonable precautions. The Public Works, Parks & Maintenance Services Division will require final review and approval of the trees to be saved, transplanted, replaced, or removed. With the following mitigation, less than significant impacts are expected.

Mitigation:

D-1. Based on the final accepted arborist report, the Public Works, Parks & Maintenance Service Division shall determine and shall have the final approval of the following: a) trees to be saved and incorporated into the development; b) trees to be removed and replaced with trees of specified species and sizes meeting the City required minimum of 24" box; c) appraisal value of trees removed shall be put back into new trees and landscaping; or d) mitigation fee to be paid for the appraisal value of the loss of the trees that are not saved or replaced.

Monitoring: Prior to the issuance of first building permit or unless otherwise directed by the Planning & Environmental Manager, the arborist report shall be reviewed by Public Works, Parks & Maintenance Services Division staff and the landscape plan shall reflect any required trees to be saved or required replacement trees. In addition, the landscape plans shall contain a Tree Evaluation

Tabulation Chart that clearly indicates the appraisal value of each individual tree remove and the proposed new tree size (s) that equals the appraised value of the tree removed. Numbering of the trees in the Tabulation Chart shall be the same sequence as contained in the Arborist's Report.

Result After Mitigation: Less than significant.

**E. CULTURAL RESOURCES**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                |
|---|--------------------------------|---------------------------------------|------------------------------|--------------------------|
| 1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)    | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources) | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources)    | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 4. Disturb any human remains, including those interred outside of formal cemeteries? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)                          | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |

Discussion:

*This section is based on an Archeological Resources Survey prepared for the project by Macfarlane Archeological Consultants (May 10, 2006); information contained there within is hereby incorporated by reference. This technical report is available for review in its entirety as an attachment to this study and at the City of Oxnard's Planning & Environmental Services Division located at 305 West Third Street, 2<sup>nd</sup> Floor, West Wing in Oxnard, California.*

- 1-4) The Oxnard Plain, on which the City lies, has a history of human habitation for thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the first century A.D. Chumash Indians settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology, conducted between 1984 and 1986 identified seven archaeological sites in the County. Records checks conducted through the South Central Coastal Information Center (SCCIC) indicated that cultural resources have been found in various places throughout the City.

No previously documented prehistoric or historic archaeological sites or artifacts are located within the project parcel. The presence of existing pavement and structures precluded an accurate surface survey of the parcel. One archaeological site (56-000789) has been reported just east of Rose Avenue and three additional sites (56-000506, 56-000666, and 56-000918) are located nearby. No impacts are anticipated to occur to documented cultural resources as a result of the proposed project.

There is a known potential for as yet undocumented archaeological deposits to occur buried in alluvial soils in the Oxnard Plain area. Prior to the agricultural development, the Oxnard Plain was criss-crossed by numerous creeks, known locally as barrancas, extending from the Santa Clara River to the Ocean. After the advent of farming, the water table in the study area was significantly lowered. Many of these barrancas were channeled by farmers for irrigation purposes, others were filled in order to extend fields across a larger area. Rose Avenue was once called "Ditch Road" due to the location of one of these channeled barrancas. Two of the three sites located to the east of the project site are located near a relic barranca.

Based on the known alluvial conditions in the project area and historic agricultural practices, the project area is considered as sensitive for the occurrence of an as yet undocumented archaeological site or artifacts buried within alluvial or fill soil. The depth of disturbance of grading for the existing development is unknown. It may be assumed to have been at least 18 to 24-inches based on 1950s building practices. Despite this known disturbance, buried and as yet undocumented archaeological deposits may occur within the area of potential effect (A.P.E.).

No historic structures are detailed at this location in the 1901 (Printed 1904) U.S.G.S. Hueneme 15-Minute Series map. Impacts to significant prehistoric or historic archaeological resources, therefore, are not anticipated to occur as a result of the proposed project.

Although the site is substantially developed, due to the history of previously recorded and discovered archaeological and ethnographic resources within the general area of the proposed project site, the potential exists that previously unknown, subsurface resources might exist on site that could be disturbed by grading and other subsurface activities the proposed development. **This is considered to be a potentially significant impact.**

Mitigation:

E-1 Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureño Chumash descendant). Monitoring shall be required all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such

evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource.

The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

Contracts shall include monthly reports from the archaeological monitor to the Planning & Environmental Services Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits.

**Monitoring:** Planning and Environmental Services staff will review the Archaeological / Native American monitoring contract(s) prior to issuance of any grading permits. Planning staff will ensure the monitoring reports are received by the Planning and Environmental Services Division. Development Services staff will monitor onsite construction activities, as necessary.

**Result after Mitigation:** Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to cultural resources. **No further monitoring needed.**

**F. GEOLOGY AND SOILS**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. 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 for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (2020 General Plan, IX-Safety Element; FEIR 88-3, 4.8 - Earth Resources) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b. Strong seismic ground shaking? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| c. Seismic-related ground failure, including liquefaction? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| d. Landslides? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**F. GEOLOGY AND SOILS**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 2. Result in substantial soil erosion, or the loss of topsoil? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources) | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| 4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |

Discussion:

1-4) The City of Oxnard is located in an area that has a high potential for seismic ground shaking (City of Oxnard, 2020 General Plan Figure IX-2). The City of Oxnard 2020 General Plan lists fault systems that are located within the vicinity of the City of Oxnard (City of Oxnard Table IX-1 and Figure IX-2). There are no known active faults within the City limits. However active and potentially active faults are present in the surrounding region and may extend into the subsurface beneath the City. In addition, the City of Oxnard 2020 General Plan identifies the proposed project site as being located in an area that is marked by moderate to low potential for liquefaction (City of Oxnard Figure IX-2). As these ground failure risks are considered to be potentially significant impacts, a geotechnical engineering evaluation of the proposed project site will be required as part of the construction plans in order to avoid creating any significant impacts to soils and geologic resources. **With the implementation of necessary mitigation measures to address construction concerns, impacts due to geology and soils would be reduced to less than significant levels.**

Mitigation: With the incorporation of the following mitigation measure, impacts to soils and geologic resources shall be reduced to less than significant:

F-1 Prior to issuance of building permit, the applicant 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 earthquake/ 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.

F-2 All construction shall meet the minimum requirements of the Uniform Building Code for anticipated seismic activity within the region.

Monitoring: The Building Official will review the soils investigation report and shall determine if any applicable recommendations are to be incorporated into the project.

Result After Mitigation: Upon implementation of the mitigation measure, the project will not result in any residual significant effects on soils and geologic resources. **No further monitoring is required.**

**G. HAZARDS AND HAZARDOUS MATERIALS**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (2020 General Plan, IX - Safety Element)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (2020 General Plan, IX - Safety Element)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (2020 General Plan, IX - Safety Element)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (2020 General Plan, IX - Safety Element)                                   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**G. HAZARDS AND HAZARDOUS MATERIALS**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual)                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (2020 General Plan, IX - Safety Element) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

Discussion:

1-4) The project will not emit or contain any known hazardous materials during or after construction. It is anticipated that the storage of small quantities of oil, gasoline, and household chemicals would be associated with the project; the storage and use of such small quantities of these materials would not result in a significant health hazard. The project applicant was required to submit with their application verification that the project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Oxnard Fire Department responds to hazardous materials incidents within the City. To minimize hazards, as well as assist the business operators and the Fire Department in responding to emergencies involving hazardous materials, the City's Certified Unified Permitting Agency (CUPA) requires compliance with the City's hazardous materials regulations. **No impacts related to hazardous materials are anticipated to be associated with the proposed project.**

5-8) The proposed project site is not located within an airport approach or clear zone adjacent to the Oxnard Airport as depicted on Figure IX-4 of the 2020 General Plan, nor is it located near a private airstrip. Moreover, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Finally, the proposed project site is located within an urban area and consists of a developed lot. No wildlands exist within the vicinity of the proposed project site that could result in hazards related to wildland fires. **Therefore, no impacts are anticipated from hazards related to airports or wildland fires from the proposed project.**

Mitigation: No mitigation measures are required or proposed.

**H. HYDROLOGY AND WATER QUALITY**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact        | No Impact                           |
|--|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| 1. Violate any water quality standards or waste discharge requirements? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. 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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 4. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 5. Otherwise substantially degrade water quality? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 6. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**H. HYDROLOGY AND WATER QUALITY**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 7. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 8. 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? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 9. Inundation by seiche, tsunami, or mudflow? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

Discussion:

1,5) Water quality impacts associated with the proposed use would primarily be those associated with motor vehicles and landscape maintenance. The primary source of contaminants would be oil, grease, and particulates emitted by motor vehicles. There are no surface water bodies or wetlands within the vicinity of the proposed project, however existing absorption rates, drainage patterns, and runoff rates of the subject site and surrounding areas would be affected by a change in impervious surfaces on-site. In general, the amount of impervious surfaces would be similar or slightly greater than the amount of the existing development. The National Pollution Discharge Elimination System (NPDES) has been introduced since the time the existing residential structures were originally built, and the proposed project will be required to comply with the NPDES program, which will result in cleaner water introduced into the City's storm drain system than with the existing project. In order to comply with the NPDES requirements for a permit to discharge storm water and NPDES requirements for a construction permit, a development project that disturbs five acres or more must prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP outlines both a plan to control storm water pollution during construction and after construction is complete by the use of best management practices (BMPs) that are appropriate and applicable to the project. As the proposed project would result in the paving and other lot coverage, a SWPPP would be required and would be subject to the review and approval of the City of Oxnard in order to verify compliance with NPDES requirements. **No significant impacts to water quality are anticipated as a result of this project.**

2) The project would be served by City municipal water; the City obtains most of its water from the Calleguas Water District, which in turn purchases most its water from the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water Conservation District and City wells. In order to address water supply needs at a regional level,

representatives of the City of Oxnard, the Port Hueneme Water Agency (PHWA), the United Water Conservation District (UWCD), and the Calleguas Municipal Water District (CMWD) meet regularly. A collective effort to ensure contented delivery of high quality water to the area has been initiated through the Groundwater Recovery Enhancement And Treatment (GREAT) Program, which will result locally in the construction of a new, regional groundwater desalination facility to serve Oxnard and Port Hueneme. The proposed Courts project would result in approximately 980 additional residents on-site than that which exists today. Based on an average per capita water demand rate of 155 gallons per day (gpd), increased water demand would be approximately 151,900 gpd or 170 acre-feet per year (AFY). According to the City's General Plan, water demand associated with buildout of Oxnard in 2020 is anticipated to result in an annual demand of 39,750 AFY. The proposed increase in water demand associated with the project represents less than 0.5% increase in future anticipated City-wide water demand. Implementation of the project, therefore, would not exacerbate existing groundwater supplies. **Associated impacts to groundwater resources would be less than significant.**

3-4) There are no surface water bodies or wetlands in the project vicinity which could be affected by the proposed development. However, development of the project site would result in additional impervious areas, which would place increased demands on the City's water resources. Although the project site is largely developed already, the existing absorption rates, drainage patterns, and runoff rates would slightly increase under the proposed project. The site drainage runoff is split in an east-west fashion by a ridgeline, which virtually bisects the property, running north-south through the project site. The drainage would be split between the Marquita drainage line and a line in Rose Avenue. The proposed project would remove existing loop streets and an interior public street would be constructed along with private streets and alleys—minor changes to on-site drainage flows would result. The applicant's engineer has prepared a Preliminary Hydrology Analysis for the project site consistent with Ventura County Flood Control requirements (Hunsaker & Associates; May 15, 2006); this report will be reviewed and revised with input from City staff in order to ensure the project will meet the NPDES requirements which are below the CEQA thresholds of significance (see project description – page 4 of this report). The length and size of pipes and number and locations of catch basins and inlets will ultimately be determined in the final design based upon final grading and street improvement plans. The proposed on-site storm drain system would be designed to connect to the existing 33-inch storm drain located at the intersection of First Street and Marquita Street and the 24 inch storm drain located at the intersection of First Street and Rose Avenue and would be designed to accommodate the 10-year storm event and designed to protect all structures from a 100 year storm. **Associated drainage impacts would be less than significant. (See project description – page 4)**

6-9) The proposed project site is located outside of the 100-year flood plain, within an area of minimal flooding (City General Plan, Figure IX-3). In addition, the proposed project is not located near the coastline, creeks, or drainage courses and, as such, is not located within an area that is prone to inundation by seiche, tsunami, or mudflow. **Therefore, no significant impacts are anticipated from these risks.**

Mitigation: No mitigation measures are required or proposed.

**I. LAND USE AND PLANNING**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Physically divide an established community?<br><i>(2020 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use)</i>   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? <i>(2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use)</i> | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 3. Conflict with any applicable habitat conservation plan or natural community conservation plan? <i>(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use)</i>   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

Discussion:

1-3) The proposed project involved multiple entitlements, which include a General Plan Amendment, Rezone, Specific Plan, Tentative Tract Map, and Development Design Review Permits. The site is currently developed with 260 residential housing units and 3.3 acres of parkland; the proposed project would result in the redevelopment of the site with an additional 241 units (501 units total), 1.90 acres of parks, a neighborhood center, and an on-site leasing facility. The proposed project would result in a greater amount of affordable units than that which exists currently on the project site. The redevelopment of the site would not physically divide an established community, nor would it conflict with any adopted habitat conservation or natural community conservation plan. Although the Oxnard 2020 General Plan and City Zoning would be amended to reflect the proposed land uses identified within the Proposed Oxnard Courts Specific Plan, the site's use has historically and would continue to be utilized for residential purposes. The proposed changes to plans, policies, or regulations would not result in conflicts with any plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. **The project would have no impact on the identified land use and planning issue areas.**

**J. MINERAL RESOURCES**

| Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact |
|--------------------|--------------------------------|---------------------------------------|------------------------------|-----------|
|--------------------|--------------------------------|---------------------------------------|------------------------------|-----------|

**J. MINERAL RESOURCES**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources)                                | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

Discussion:

1-2) The proposed project is anticipated to have a nominal increase in fuel consumption and other energy sources due to construction activities and future day-to-day business operations. According to the 2020 General Plan, Figure VIII-7, the project will not create a unique demand on available mineral resources in the City, since the project site is not located in an area of importance for mineral deposits. As shown in Figure VII-7 of the 2020 General Plan, the City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River Channel, along the 101 Freeway corridor and along the eastern edge of the City extending west of Oxnard Boulevard. The project does not fall within any of the areas listed as having significant mineral deposits. **Therefore, no significant adverse effects on natural and mineral resources are expected.**

Mitigation: Based on the discussion provided above, no mitigation measures are required or proposed.

**K. NOISE**

| Would the project result in:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                |
|--|--------------------------------|---------------------------------------|------------------------------|--------------------------|
| 1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15) | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |

**K. NOISE**

| Would the project result in:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact        | No Impact                           |
|--|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| 3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Discussion:

This section is based on a Noise Study prepared for the project by Dudek (July 2006); information contained there within is hereby incorporated by reference. This technical report is available for review in its entirety as an Attachment to this study and at the City of Oxnard's Planning & Environmental Services Division located at 305 West Third Street, 2<sup>nd</sup> Floor, West Wing in Oxnard, California.

1-4) The project site would be primarily affected by traffic noise along arterial roadways (South Rose Avenue & East First Street) with additional contribution from traffic on South Marquita Street along the west side of the property. Noise from future traffic volumes along East First Street would require mitigation at the proposed second-floor deck elements of the single family homes proposed immediately adjacent to East First Street. Short-term construction noise impacts and off-site traffic noise associated with the project would result in a less than significant noise impact. The public park and soccer field improvement components of the proposal are also expected to have less than significant noise impacts, but a noise wall is recommended in order to minimize non-significant impacts from intensive soccer field activity upon adjacent homes.

### NOISE CRITERIA

The City has established noise guidelines in the Noise Element of the City's General Plan. These guidelines identify compatible exterior noise levels for various land use types. The maximum allowable noise exposure varies depending on the land use. According to the City's Threshold Guidelines, noise levels exceeding 65 dB CNEL in outdoor living areas for residential land uses are usually considered significant (City of Oxnard 1995). Interior noise levels for residences should be 45 dB CNEL or less. The City also limits the allowable hours of construction activities to occur Monday through Saturday from 7:00 a.m. to 6:00 p.m. (City of Oxnard 2005).

### CONSTRUCTION NOISE

Construction would involve several phases including clearing, grading, foundation construction and finish construction. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed and the condition of the equipment. Based on typical construction operations it is anticipated that during clearing and grading activities the equipment would include scrapers, dozers, water truck, blades and loaders. When construction equipment is operating, existing residences immediately south and north of the project site could be disturbed by the activities. Because of the relatively short-term to moderate duration of construction activities, the City's existing restrictions on periods when construction can occur, and the common incorporation of routine construction noise controls, potential noise impacts upon adjacent existing residences are considered **adverse, but less than significant**.

### PROJECT-GENERATED TRAFFIC NOISE

The project would increase the traffic volume on several roads including South Marquita Street, East First Street, and South Rose Avenue. The CNEL for the roads was determined based on the traffic volume information prepared for the project (AllianceJB, 2006). As compared to the existing noise level, the existing plus project noise level would increase by approximately one half of one dB along these roads; the same holds true for the comparison of the future noise levels on these roadways comparing general plan buildout, with and without the project. In community noise assessments a one dB increase is not noticeable to the human ear. A noise level increase of up to three dB is generally not considered significant. Typically, a three dB change in community noise is considered a just-noticeable difference. **The traffic-related noise level increase attributable to the project is considered less than significant on a project-specific and cumulative basis.**

### OFF-SITE TRAFFIC NOISE IMPACTS ON PROJECT EXTERIOR

The following discussion provides a description of the proposed exterior living areas by housing type, and the analysis of future predicted noise levels within the exterior living spaces.

#### ***Affordable Apartments***

The attached noise report contained within the appendix contains the site plan, floor plan, and elevations for the proposed two apartment building types (Affordable and Non Profit Apartments, Thomas Cook Architects, 5/24/06). The site plan for the apartment structures in each case includes a u-shaped building, with interior ground-level courtyard. The courtyard is intended to provide the primary exterior living space for the apartment structure, while selected units also have upper-level balcony elements situated in the courtyard. Dudek modeled the noise level within the courtyards for two representative apartment structures, from future traffic volumes along East First Street and South Rose Avenue.

For the proposed apartment structure at the corner of South Marquita Street and East First Street (which uses the floor plan of "Non Profit Apartment, Building Type 2"), the future sound levels from traffic noise were calculated to range up to 62 dB CNEL within the courtyard area. Because proposed balconies on upper floors would be situated within the courtyard area of the structure, future sound levels for the proposed balconies would also range up to a maximum of 62 dB CNEL. **Thus, the exterior living area provided for the apartment structures of Building Type 2 (i.e., the ground-level courtyards and upper level balconies within the courtyard) would meet the exterior noise criterion of 65 dB CNEL without the need for project mitigation.**

For the proposed apartment structure at the corner of South Rose Avenue and East First Street (which uses the floor plan of "Affordable Apartment, Building Type 1"), the future sound levels from traffic noise were also calculated to range up to 62 dB CNEL within the courtyard area. Because proposed balconies on upper floors for this building type would also be situated within the courtyard area of the structure, future sound levels for the proposed balconies would range up to a maximum of 62 dB CNEL. **Thus, the exterior living area provided for the apartment structures of Building Type 1 (i.e., the ground-level courtyards and upper level balconies in the courtyard) would meet the exterior noise criterion of 65 dB CNEL without the need for project mitigation.**

### ***Single Family (For Sale) Residences***

Site plans, street sections, elevations, and floor plans provided by Steadfast Residential Development, LLC for the single-family homes (Daniellian Associates, for Fieldstone, 4/12/06) can be found within the attached noise report. The representative single-family home product has vehicle access from a service alley, and the front pedestrian entrance oriented to a public street (such as East First Street). Exterior living areas include a ground-level yard running between adjacent residences, a second-floor deck facing the front of the house, and a second-floor deck facing the rear of the house (above the guest parking space carport). Please refer to the Daniellian Associates plans for these living spaces.

South Rose Avenue is a major contributor to the noise environment at the site. The closest single family homes within the project to South Rose Avenue would be a row of lots just opposite the proposed passive park. Exterior noise levels along the northern and eastern boundary of this group of single family lots is calculated to range up to 64 dB CNEL, which is within the City's adopted exterior noise criteria of 65 dB CNEL. **No mitigation would be required to address proposed exterior living spaces of the single-family lots in this South Rose Avenue group.**

Near the center of the East First Street frontage of the project, there is a proposed group of single family homes. Dudek evaluated the second floor deck facing East First Street and the side yard living area. The rear second floor deck is shielded by the building mass and is also a sufficient distance from East First Street to avoid elevated traffic noise. For the proposed side-yard area, the future sound levels from traffic noise were calculated to range up to 65 dB CNEL. For the second floor deck area facing East First Street, sound levels from traffic noise were calculated to range up to 68 dB CNEL. **The second floor deck elements of the single-family homes immediately adjacent to East First Street would experience a significant noise impact unless mitigation measures are incorporated.**

Steadfast Residential Development, LLC has indicated the floor plan / site layout for the single-family residential product could be subject to revision or modification during finalization. For the single family lots immediately adjacent to East First Street, similar mitigation would be required if there is a second floor balcony or deck element directly facing East First Street, and with a similar setback distance as the representative site layout. Substantial changes to the site layout should be addressed with a site-specific noise evaluation during the building permit review phase for future development. **Therefore, to reduce potential outdoor noise to the second floor deck elements of the single-family homes immediately adjacent to East First Street, a sound barrier shall be required. An acoustical specialist shall determine the placement, materials and height of the barrier.**

### ***Townhomes/ Condominiums***

Site plan, floor plans, and elevations for the townhome product of the project were furnished by Steadfast Residential Development LLC (Thomas Cook Architects, 5/24/06) and may be found in the attached noise report. Exterior living area for the townhomes is provided as a second-floor terrace that is recessed into the building face. Dudek evaluated the future exterior noise level for the one row of townhomes fronting on East First Street. As designed, the future noise level within the second-floor terrace area from traffic along East First Street is calculated to range up to 64 dB CNEL, which is within the City's adopted exterior noise criteria of 65 dB CNEL. **No mitigation would be required to address proposed exterior living spaces of the townhomes.**

### ***Neighborhood Park Noise***

A passive park would be located along approximately 80% of the project's South Rose Avenue frontage. The park would be located north of the easterly extension of the Affordable Apartments component (Lot 7 of the TTM), and east of Phase III of the detached single family homes component of the project (Lot 6 of the TTM). The neighborhood park component would be within the Phase I Non-Profit component (affordable residences, Lot 1 of the TTM), to the northwest, and across an internal street from, Phase 1 and 2 of the detached single-family homes. The proposed park complex would not be illuminated and would be utilized only during "dusk to dawn" hours, consistent with existing City park operations. Outdoor recreation activities can affect the surrounding land uses with respect to recreation-related noise generation. Because the neighborhood park is not intended or designed for any particular organized sporting events, it is assumed that informal sporting use, passive recreation and picnic style gatherings would occur in the neighborhood and passive parks.

The City may also permit outdoor events such as concerts and festivals at the existing public parks (soccer fields) located to the north and east, which generate live or amplified sound, periodically throughout the year. At any one location, the hourly average sound level associated with recreation activities is difficult to predict due to the many variables involved. These factors include the location and number of participants and spectators, as well as the amount and level of conversation and cheering. Such events will be reviewed on a case-by-case basis through the temporary use permit process for impacts to the surrounding residents and businesses.

The proposal includes improving two existing soccer fields with Astroturf located between South Rose Avenue and Lot 1 of the TTM for The Courts (Section 8 Affordable Multi Apartments). Organized soccer events would have noise from players, as well as spectator noise associated with clapping and cheering. **Some people living closest to the soccer fields may experience temporary elevated noise levels during soccer events, and some residents may consider these noise events to be a nuisance.**

Therefore, all future purchasers and renters of dwelling units shall be provided with a disclosure statement prepared by the applicant in a form to be approved by the City Attorney relating to the soccer field noise that affects the property. Owners /renters shall sign the disclosure form. The Housing Authority will collect the signed disclosure forms from their tenants at the time of signing the lease. The Homeowners Association for the remaining units will include a requirement in their Covenants, Conditions, and Restrictions for the disclosure form to be signed by future purchasers prior to close of escrow.

**With implementation of necessary mitigation measures to address exterior noise concerns, associated impacts would be reduced to less than significant levels.**

#### OFF-SITE TRAFFIC NOISE IMPACTS ON PROJECT INTERIOR

The City requires that interior noise levels not exceed a CNEL of 45 dB. Typically, with the windows open, building shells provide approximately 15 dB of noise reduction. Therefore, rooms exposed to an exterior CNEL greater than 60 dB could result in an interior CNEL greater than 45 dB. The exterior noise level would exceed 60 dB CNEL for residences immediately adjacent to South Marquita Street, East First Street, South Rose Avenue, along the northern boundary of For Sale Phase II, and along the North and East boundary of For Sale Phase III. Thus, mitigation to address interior noise would be required for these lots.

**With implementation of necessary mitigation measures to address interior noise concerns, associated impacts would be reduced to less than significant levels.**

- 5-6) The project site is not located near the Oxnard Airport and is outside the noise contours as depicted on Figure X-2 in the 2020 General Plan. No private airstrips are in the vicinity of the project. **Therefore, no significant adverse effects related to noise from airports is anticipated from this project.**

Mitigation: With the incorporation of the following mitigation measure, impacts related to noise shall be reduced to less than significant:

- K-1 To mitigate the traffic noise impacts associated with project plus year 2020 General Plan build out traffic, the second floor deck of the single-family residences immediately adjacent to and facing East First Street shall include a perimeter soundwall of not less than 5 feet in height, measured from the floor elevation of the deck, to achieve sound levels at or below 65 db CNEL. **An acoustical specialist shall determine the placement, materials and height of the barrier. Sound rated windows may also be required to reduced sound to less than or equal to 45 db CNEL for interior noise and less than or equal to 65 db CNEL for exterior noise.**
- K-2 Developer shall prepare and record a notice to appear in all deeds of property within the project relating to the soccer field noise and inhabitants may be affected by such noise. Before the City

issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office. All future purchasers and renters of dwelling units shall be provided with a copy of the notice relating to the soccer field noise that affects the property.

**Monitoring:** The Planning & Environmental Services Division and Development Service Division will review and approve the project plans and any required supplemental noise studies prior to issuance of grading permits for sound walls and prior to issuance of building permits for interior noise mitigations. The Building Official will confirm that all required noise mitigations are implemented in the field.

Additionally, the Housing Department shall provide a copy of the notice relating to the soccer field noise to their tenants at the time of lease signing. The Homeowners Association for the remaining units will include a requirement in their Covenants, Conditions, and Restrictions for a copy of the notice to be provided to future purchasers prior to close of escrow.

**Result After Mitigation:** Upon implementation of the mitigation measure, the project will not result in any residual significant effects related to noise. **No further monitoring is required.**

**L. POPULATION AND HOUSING**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact        | No Impact                           |
|--|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| 1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>            |

Discussion:

- 1) The proposed residential development (with a net 241 units and approximately 964 residents) is not anticipated to substantially affect the population of the City and it will not induce substantial growth to the area (refer to AQMP population discussion within the Air Quality analysis section for further information). **Therefore, no adverse impacts to population are anticipated.**
- 2) Prior to initiation of Phase 1 Demolition/ Construction, the proposed residential development would directly displace 46 affordable residential units (approximately 184 residents during construction of the first phase of the proposed project); all remaining units/ tenants would be moved into the newly constructed units prior to demolition of their existing units.
- 3) A Tenant Relocation Assistance Plan shall be required as mitigation in order to reduce this impact to a less than significant level. **With implementation of necessary mitigation measures to address this temporary displacement of population, associated impacts would be reduced to less than significant levels.**

Mitigation: With the incorporation of the following mitigation measure, impacts related to population and housing shall be reduced to less than significant:

L-1 Prior to City Council approval of the final eight-lot master subdivision map, the Developer shall prepare and implement a Tenant Relocation Assistance Plan, which provides for the needs of the tenants who are being displaced. At minimum, benefits shall include payment of relocation assistance to low income tenants and advance notice of the planned development.

Monitoring: The Planning & Environmental Services Division and Housing Department shall review and approve the Tenant Relocation Assistance Plan prepared by the applicant prior to approval of the final 8 lot master subdivision map and the Housing Department shall ensure its successful implementation throughout construction.

Result After Mitigation: Upon implementation of the mitigation measure, the project will not result in any residual significant effects related to population and housing. **No further monitoring is required.**

**M. PUBLIC SERVICES\***

| Would the project result in substantial adverse physical impacts to the following:                            | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact        | No Impact                |
|---|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| 1. Fire protection? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Police protection? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Schools? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)           | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |

**M. PUBLIC SERVICES\***

| Would the project result in substantial adverse physical impacts to the following:                                  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                |
|---|--------------------------------|---------------------------------------|------------------------------|--------------------------|
| 4. Parks? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)                   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |
| 5. Other public facilities? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services) | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/> |

\* Include potential effects associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Discussion:

- 1) The Oxnard Fire Department provides fire protection to the City of Oxnard. Seven fire stations and a staff of more than 90 uniformed Fire Department personnel currently serve the City. Furthermore, the Fire Department can access additional manpower and equipment through an automatic aid agreement with Ventura County and a mutual aid agreement with the City of Ventura and Point Mugu Naval Air Station. The project will be conditioned to include adequate fire hydrants, access, signage, fire alarms, addressable smoke detectors, and will meet all requirements of the Uniform Fire Code to minimize any potential impacts on Fire services. **No mitigation is necessary or required.**
- 2) The Oxnard Police Department provides police protection in this area at a police protection ratio of 1.05 police officers for each 1,000 City residents (2020 General Plan, pg. VIII-14). The 2020 General Plan EIR (pgs. 4.13-16) indicates that the current staffing ratio of officers to population should be maintained to provide adequate police service as the City's population increases. The City will monitor the need for additional public facilities and/or personnel as part of the Five-Year Development Plan. Through this action, the City would ensure that police services are available to serve the proposed project and cumulative development. Therefore, the proposed project will not have a significant impact on police services. **No mitigation is necessary or required.**
- 3) The Oxnard School District (K-8) and the Oxnard Union High School District (9-12) serve the project and State law requires the payment of school fees to offset impacts to schools. The Oxnard School district completed a student generation study to measure the average number of students coming from new housing areas of single-family detached, single-family attached, and multi-family units. The student generation rate is expressed in the table below for the net gain in additional students generated from the 241 new units:

**Project Student Generation for Net Additional Units**

| School District/Grade Level | Residential Unit No. and Type | Generation Factor (Students Unit) | Total Students |
|-----------------------------|-------------------------------|-----------------------------------|----------------|
| Oxnard Elementary           |                               |                                   |                |

|                                 |                            |       |           |
|---------------------------------|----------------------------|-------|-----------|
| K-6                             | 101 Single Family Detached | .3    | 30.3      |
| K-6                             | 140 Multi-family Attached  | .07   | 9.8       |
| 7-8                             | 101 Single Family Detached | .087  | 8.8       |
| 7-8                             | 140 Multi-family Attached  | .030  | 4.2       |
| <b>Oxnard Union High School</b> |                            |       |           |
| 9-12                            | 101 Single Family Detached | .1806 | 18.24     |
| 9-12                            | 140 Multi-family Attached  | .167  | 23.38     |
| <b>Total</b>                    |                            |       | <b>95</b> |

2007 Oxnard School District and Oxnard Union High School District School Fees

The developer shall be required to apply with each appropriate school district to determine the amounts necessary to satisfy the required payment of school fees associated with the project. **With payment of the required fees, impacts to schools would be less than significant.**

- 4) The proposed project includes approximately 1.90 acres of improved public park space and a 3-story 21,000 square foot neighborhood use building. It is anticipated that future residents of this project will place additional demands on local and regional parks and recreational facilities, therefore, the developer shall be required to pay a Park Mitigation Impact Fee in order to mitigate the effects of those additional demands. **With payment of the required fees, impacts to parks would be considered less than significant.**
  
- 5) During the plan check and permitting process the Development Services Division will assess and determine the project impact fees that are required for this type of development. Development impact fees typically involve, but are not limited: Planned Traffic Circulation System Facilities Fees (Traffic Impact); Planned Water Facilities Fee; Planned Wastewater Facilities Fee; Planned Drainage Facilities Fee; and Growth Requirement Capital Fee. Water service to this area is currently provided by Calleguas Municipal Water District. Furthermore, the maintenance and development of the water facilities under the jurisdiction of the Calleguas Municipal Water District (CMWD) are provided for through a Capital Construction Charge. **With payment of the required fees, impacts to public facilities would be considered less than significant.**

Mitigation: With the incorporation of the following mitigation measure, impacts related to public services shall be reduced to less than significant:

M-1 Prior to issuance of building permit(s), Developer shall pay all required development impact fees.

**Monitoring:** The Planning & Environmental Services Division and Development Services Division shall collect and/ or verify that all project fees are paid in accordance with existing City, County, and/ or local School District regulations.

**Result After Mitigation:** Upon implementation of the mitigation measure, the project will not result in any residual significant effects related to public services. **No further monitoring is required.**

**N. RECREATION**

|  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services) | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| 2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services)                       | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion:**

1-2) The proposed project would result in the replacement of the existing 260 public housing units with 260 Section 8 multi-family rental units and construction of 241 new units on the subject property. The City maintains a park standard of 3 acres per 1,000 residents. Based upon an estimate of four (4) persons per household for single-family dwellings; 2.85 persons per household for condominiums, and 2.0 persons per household for apartments, the proposed net increase of 241 households would result in an approximate population of 735 additional persons. Therefore, the development would create a demand of approximately 2.25 park acres for the additional residents. To address the increased park acreage demand, the developer shall be required to pay a Park Mitigation Impact (Quimby) Fee in order to mitigate the effects of those impacts.

The proposed project would also include the conversion of a portion of the project site (approximately 3.3 acres) that is City owned and currently used as a soccer field, to residential related uses (residences and street improvements). Although the project includes the development of 1.90 acres of park space (passive park and mini park) that will be deeded to the City, the project would result in the net loss of 1.40 acres of existing recreational areas. However, the functionality

is essentially unchanged as the acreage is used more efficiently and has essentially the same or more park improvements and usability including turf improvements to two existing soccer fields, bathrooms, barbeque equipment, picnic tables and tot lot.

**Mitigation:** With the incorporation of the following mitigation measure, impacts related to recreation shall be reduced to less than significant:

N-1 Prior to issuance of building permit(s), Developer shall pay all required development impact fees.

**Monitoring:** The Planning & Environmental Services Division and Development Services Division shall collect and/ or verify that all project fees are paid in accordance with existing City, County, and/ or local School District regulations.

**Result After Mitigation:** Upon implementation of the mitigation measure, the project will not result in any residual significant effects related to recreation. **No further monitoring is required.**

**O. TRANSPORTATION/TRAFFIC**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact        | No Impact                |
|--|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| 1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation) | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |
| 2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |
| 3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**O. TRANSPORTATION/TRAFFIC**

| Would the project:   | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation | Less than<br>Significant<br>Impact  | No Impact                |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| 4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation) | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Result in inadequate emergency access? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)   | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Result in inadequate parking capacity? (Zone Ordinance - Parking Regulations and Parking Lot Design Standards)  | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Bicycle Facilities Master Plan)   | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

This section is based on a Site Specific Traffic Impact Study prepared for the project by Alliance JB (March 31, 2006); information contained there within is hereby incorporated by reference. This technical report is available for review in its entirety at the City of Oxnard's Planning & Environmental Services Division located at 305 West Third Street, 2<sup>nd</sup> Floor, West Wing in Oxnard, California; excerpts of the report are attached to this document.

Total net new trips generated for the proposed project site are estimated to be 153 in the morning peak hour and 203 in the afternoon peak hour. The net new daily trips generated for the proposed project site are estimated to be 2,018 trips per day. The Traffic Impact Study prepared for the project by Alliance JB analyzed the 241 net units (total 501 units minus the 260 existing units).

The list of study intersections was developed in coordination with City of Oxnard staff and in consideration of the City's intersection evaluation guidelines. Twelve existing intersections were selected for analysis. (and new traffic count data if needed):

- Colonia Road / Camino Del Sol (new count)
- Marquita Street / Colonia Road (new count)
- Marquita Street / First Street (new count)
- Rose Avenue / Auto Center Drive
- Rose Avenue / US 101 NB Ramps
- Rose Avenue / US 101 SB Ramps
- Rose Avenue / Lockwood Street
- Rose Avenue / Gonzales Road

- Rose Avenue / Camino Del Sol
- Rose Avenue / First Street (new count)
- Rose Avenue / Santa Lucia Street (new count)
- Rose Avenue / Third Street

The three proposed project access intersections were also analyzed.

**TABLE TT-1**  
Intersection Level of Service Summary

| Intersection             | Existing + Pending without Project |    | Existing + Pending with Mitigated Project |    | General Plan Buildout without Project |    | General Plan Buildout with Mitigated Project |    |
|--------------------------|------------------------------------|----|---|----|---------------------------------------|----|--|----|
|                          | am                                 | pm | am  | pm | am                                    | pm | am   | pm |
| Level of Service         |                                    |    |   |    |                                       |    |  |    |
| Rose Ave/ Auto Center Dr | A                                  | D  | A   | D  | A                                     | E  | A  | E  |
| Rose Ave/ Gonzales Rd    | B                                  | D  | B   | D  | D                                     | F  | D  | F  |
| Rose Ave/ Camino del Sol | C                                  | E  | C   | E  | D                                     | E  | C  | D  |
| Rose Ave/ First St       | B                                  | D  | B   | C  | A                                     | C  | A  | B  |

Source: AllianceJB, 2006

The project Traffic Study (AllianceJB, 2006), which is summarized within the Traffic section, evaluated fifteen (15) intersections in the project vicinity to evaluate the near term (Existing + Pending) and community buildout (General Plan 2020) LOS. As summarized in **Table TT-1**, although traffic levels of services at four (4) area intersections would operate at LOS D through F under either the Existing + Pending and/ or General Plan Buildout scenarios, the proposed project would not significantly increase traffic volumes at any of these existing impacted intersections.

Three of the analyzed intersections currently operate at an unacceptable level of service (D-F) during either the AM or PM peak hours under existing conditions, and there would be five intersections that would operate at an unacceptable level of service (D-F) during either the AM or PM peak hours under existing + approved/pending development conditions.

The project would cause project-specific impacts (as identified by an LOS C, D, E or F change in the V/C ratio of 0.02 or more) at the Rose Avenue/Camino Del Sol intersection and the Rose Avenue/ First Street intersection under existing + approved/pending developments + project conditions, which can be mitigated by the following:

- Rose Avenue/Camino Del Sol Intersection – Modify the traffic signal and striping at Rose and Camino Del Sol to include installation of a westbound right turn overlap onto Camino Del Sol; re-striping the Camino Del Sol eastbound approach to provide one left lane, two through lanes, and one right lane; and install an eastbound right turn overlap on Camino Del Sol.
- Rose Avenue/ First Street Intersection – Modify the median extension to prohibit left turns at the intersection of First Street and Rose Avenue.

The project would cause similar significant project impacts under year 2020 + project conditions, and the above-described improvement measures (without the westbound right turn overlap on Camino Del Sol) would also mitigate the project's year 2020 impacts.

The project is not expected to significantly impact adjacent residential neighborhoods with additional parking and traffic. However, it cannot be determined if the project residents will have sufficient parking and attempt to park in adjacent neighborhoods. If that occurs, the permit-parking program is available to reduce any significant adverse impacts due to parking.

- 1-2) The City of Oxnard has identified *Level of Service (LOS) C* as the transportation planning goal which the city ultimately desires to achieve, where environmentally feasible. The City's criteria for evaluating project impacts at intersections is based upon the change in LOS attributable to the project. If an intersection operates in the LOS C, D, E or F ranges with the existing plus pending projects volumes and a change in the ICU (Intersection Capacity Utilization) of 0.02 or greater is attributable to the project, the impact is considered significant. The level of service must then be mitigated to the ICU level identified without the project traffic.

Per Section 7 of City Council Resolution No. 10,453, a proposed project must mitigate identified impacts to the City's circulation system by completing the master-planned transportation facilities within the project area. The project would contribute to construction of the identified planned improvements (identified above) through payment of the City of Oxnard Traffic Mitigation Fee and County traffic fees prior to issuance of a building permit for the project. **This is considered a significant impact, unless mitigated.**

- 3-5) The project curb cuts, driveways, interior circulation and site access will be required to be designed to meet City engineering standards as well as City Fire Department standards to ensure fire apparatus can reach all parts of the site, and no safety issues have been identified. **Therefore, no significant adverse impacts are anticipated.**
- 6) Based upon initial information provided by the applicant, the proposed project includes 671 residential garage parking spaces, 266 residential surface parking spaces, 326 residential guest parking spaces, 170 parallel parking spaces and 49 on-site parking spaces for community use, and 15 parking spaces for the community center—a total of 1,497 parking spaces. It should be noted that approximately 170 of the spaces identified above would be considered on-street parking. Based

upon a parking analysis provided by the applicant, which would provide the basis for parking requirements for the proposed Specific Plan, the project meets the expected overall parking demand. As the project is further refined and as a condition of approval, the City will review all site plans as part of its development review to ensure project consistency with all applicable City parking regulations. **Therefore, no significant adverse impacts are anticipated.**

- 7) The proposed project will not conflict with any policies supporting alternative transportation, nor will the project create impacts to rail, waterborne or air traffic. The project will be required to provide bicycle racks in accordance with City Code requirements. The project may require some adjustments to existing bus routes and bus stops; however, these adjustments are not considered significant. **Therefore, no significant adverse impacts are anticipated.**

**Mitigation:** With the incorporation of the following mitigation measure, impacts related to traffic shall be reduced to less than significant:

- O-1 Prior to issuance of building permit(s), Developer shall pay all required traffic development impact fees.
- O-2 Prior to City Council approval of final eight-lot master subdivision map, all roadway design specifications shall be completed by a registered traffic engineer to the satisfaction of the City Traffic Engineer.

**Monitoring:** The Planning & Environmental Services Division and Development Services Division shall collect and/ or verify that all project fees are paid in accordance with existing City, County, and/ or local School District regulations.

**Result After Mitigation:** Upon implementation of the mitigation measure, the project will not result in any residual significant effects related to transportation/ circulation. **No further monitoring is required.**

**P. UTILITIES AND SERVICE SYSTEMS**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact        | No Impact                |
|---|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| 1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources) | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**P. UTILITIES AND SERVICE SYSTEMS**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact        | No Impact                |
|--|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| 3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>(2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)</i>                                      | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? <i>(2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)</i>   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |
| 5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? <i>(2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)</i> | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? <i>(2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)</i>   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |
| 7. Comply with federal, state, and local statutes and regulations related to solid waste? <i>(2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)</i>  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |

Discussion:

1-3, 5) The project represents additional demand on master-planned utilities and service systems that have largely been anticipated in the General Plan build-out scenario for this area. Storm water runoff shall be limited to the runoff rates specified by the Development Services Program and onsite detention may be required. All detention basins, if needed, shall be designed in accordance with City standards and policies. The proposed project will be required to comply with measures to treat stormwater runoff by implementing Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES) requirements. Based on recent and similar projects, the City expects that this project can be served without significantly impacting existing services. During the plan check review process, the developer will be required to submit utility service plans which will include details, specifications, and reporting information

demonstrating that the infrastructure utility and service systems will be designed to support the proposed development.

Standard City conditions require all projects to provide low-flow water fixtures and drought-tolerant landscaping to reduce the amount of water consumed by the project.

- 4) The City of Oxnard currently provides the existing project and will provide the new project with water that is supplied by Calleguas Municipal Water District (Calleguas). Calleguas purchases water from the Metropolitan Water District of Southern California (MWD). MWD supplies surplus water from the Colorado River and the State Water Project for municipal, industrial, and agricultural users within its service area. The applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division to ensure that the Water Division has adequate water to serve the development. Standard City conditions require all projects to provide drought-tolerant landscaping to reduce the amount of water consumed by the project. **Therefore, no significant impacts to water supplies and resources are anticipated.**
- 6-7) The City will provide refuse and recycling collection services to the project site. Implementation of appropriate source reduction and recycling mitigation measures, in conjunction with City of Oxnard programs, will mitigate the increased generation of waste from the development of the site. Specific mitigation measures listed below are included in the project to encourage and facilitate recycling by residents, and to ensure that as much as possible of the waste generated is recycled.

Mitigation: The following mitigation measures shall apply:

*For water concerns...*

- P-1 The applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division, which ensures that the Water Division has adequate water to serve the development.

Monitoring: Planning staff shall ensure that the "will serve" letter is obtained prior to the issuance of any building permits.

*For storm water concerns...*

- P-2 Storm water runoff shall be limited to the runoff rates specified by the Development Services Program and onsite detention may be required. All detention basins, if needed, shall be designed in accordance with City standards and policies.

**Monitoring:** Development Services Staff shall ensure that storm water runoff impacts are being mitigated prior to the issuance of any permits by checking plans, and inspecting the project's construction prior to occupancy.

*For solid waste concerns...*

- P-3 Developer shall submit source reduction and recycling plans to the City to provide information on how waste generated during construction is to be diverted from landfills. This plan shall be submitted to and approved by the City prior to issuance of a building permit.
- P-4 To ensure accurate and consistent monitoring of solid waste mitigation measures, Developer shall arrange with the City Environmental Resources (Solid Waste) Division for the collection of materials and recycling of materials generated from the construction and occupancy. This shall be accomplished prior to issuance of a building permit.
- P-5 Developer shall make provisions to divert at least 50% of the waste material generated during operation through source reduction, recycling, reuse, and/or green waste programs. Developer shall submit an Occupancy Recycling Plan to the Environmental Resources Division, which shall include the following information: estimated quantities and materials to be generated, management method to be used to reduce landfill disposal; quantity, size and location of recycling and trash bins, destination of material including the names of haulers and facility locations. Recycling and green waste shall be hauled to the City's Materials Recycling Facility. The Occupancy Plan form must be submitted and approved by the Environmental Resources Division prior to issuance of a certificate of occupancy.

In addition, Developer shall submit an Occupancy Recycling Report annually to the Environmental Resources Division on the anniversary date of the certificate of occupancy. The Report shall include the following information: material type recycled, reused, salvaged or disposed; quantities, management method, destination of material including hauler names and facility locations. Documentation must be included such as weight tickets or receipts regarding the above.

- P-6 Developer shall install clearly labeled storage containers in a kitchen base cabinet within each residence to facilitate separate disposal of recyclable and non-recyclable waste typically generated by residents. The location and specifications (size, materials, etc.) of such storage unit shall be shown on the construction document floor plans submitted to the City for building permits. Recycling guidelines shall be clearly posted on the door of the storage cabinet. The intent of this mitigation measure is to create a situation wherein recycling is as convenient for residents as disposing of trash. If Developer is installing a trash chute within a multi-story residential building, the Developer shall also install a recycling chute for recyclable materials adjacent to the trash chute provided within the building.

P-7 Developer shall provide literature in each residence (including on the door of the recycling / storage cabinet, as detailed above) explaining the importance of recycling, what can be recycled, and providing suggestions for source reduction, as well as water and energy conservation.

Monitoring: Environmental Resources staff shall ensure that solid waste impacts are being mitigated prior to the issuance of any building permits, prior to occupancy and annually on the anniversary date of the certificate of occupancy. The operational mitigation measures shall be included in the solid waste plans and reports submitted to the City.

Result after Mitigation: Upon implementation of the above mitigation measure, there will be no residual significant adverse effects on utilities and service systems resulting from the project. **No further mitigation is necessary or required.**

**Q. MANDATORY FINDINGS OF SIGNIFICANCE**

|  | Potentially Significant Impact | Less Than Significant With Mitigation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 2. Does the project have impacts that are individually limited, but cumulatively considerable ( <i>"Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects</i> )?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| 3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |

**No new significant impacts are anticipated to be associated with the proposed project with implementation of the required mitigation measures (as summarized below).**

## **SUMMARY OF MITIGATION MEASURES INCORPORATED INTO THE PROJECT**

### Air Quality

- C-1 Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.
- C-2 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.
- C-4 During construction, Developer shall control dust by the following activities:
- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
  - All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- C-5 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
- C-6 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.

- C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.
- C-8 Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance.
- C-9 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.

#### Biological Resources

- D-1. Based on the final & accepted arborist report, the Public Works, Parks & Maintenance Services Division shall determine and shall have the final approval of the following: a) trees to be saved and incorporated into the development; b) trees to be removed and replaced with trees of specified species and sizes meeting the City required minimum of 24" box; c) appraisal value of trees removed shall be put back into new trees and landscaping; or d) mitigation fee to be paid for the appraisal value of the loss of the trees that are not saved or replaced.

#### Cultural Resources

- E-1 Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureño Chumash descendant). Monitoring shall be required all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

Contracts shall include weekly reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building occupancy for each building.

### Geology & Soils

- F-1 Prior to issuance of building permit(s), the Developer 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 earthquake/ 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.
- F-2 All construction shall meet the minimum requirements of the Uniform Building Code for anticipated seismic activity within the region.

### Noise

- K-1 To mitigate the traffic noise impacts associated with project plus year 2020 General Plan build out traffic, the second floor deck of the single-family residences immediately adjacent to and facing East First Street shall include a perimeter soundwall of not less than 5 feet in height, measured from the floor elevation of the deck, to achieve sound levels at or below 65 db CNEL. An acoustical specialist shall determine the placement, materials and height of the barrier. Sound rated windows may also be required to reduced sound to less than or equal to 45 db CNEL for interior noise and less than or equal to 65 db CNEL for exterior noise.
- K-2 Developer shall prepare and record a notice to appear in all deeds of property within the project relating to the soccer field noise and inhabitants that may be affected by such noise. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office. All future purchasers and renters of dwelling units shall be provided with a copy of the notice relating to the soccer field noise that affects the property.

### Population & Housing

- L-1 Prior to City Council approval of the final eight-lot master subdivision map, the Developer shall prepare and implement a Tenant Relocation Assistance Plan, which provides for the needs of the tenants who are being displaced. At minimum, benefits shall include payment of relocation assistance to low income tenants and advance notice of the planned development.

Public Services

M-1 Prior to issuance of building permit(s), Developer shall pay all required development impact fees.

Recreation

N-1 Prior to issuance of building permit(s), Developer shall pay all required development impact fees.

Transportation/ Traffic

O-1 Prior to issuance of building permit(s), Developer shall pay all required traffic development impact fees.

O-2 Prior to City Council approval of final eight-lot master subdivision, all roadway design specifications shall be completed by a registered traffic engineer to the satisfaction of the City Traffic Engineer.

Utilities and Services Systems

*For water concerns...*

P-1 The applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division, which ensures that the Water Division has adequate water to serve the development.

*For storm water concerns...*

P-2 Storm water runoff shall be limited to the runoff rates specified by the Development Services Program and onsite detention may be required. All detention basins, if needed, shall be designed in accordance with City standards and policies.

*For solid waste concerns...*

P-3 Developer shall submit recycling plans to the City to provide information on how waste generated during construction will be diverted from landfills. This plan shall be submitted to and approved by the City prior to issuance of a building permit.

P-4 To ensure accurate and consistent monitoring of solid waste mitigation measures, Developer shall arrange with the City Environmental Resources (Solid Waste) Division for the collection of materials and recycling of materials generated from the construction and occupancy. This shall be accomplished prior to issuance of a building permit.

P-5 Developer shall make provisions to divert at least 50% of the waste material generated during operation through source reduction, recycling, reuse, and/or green waste programs. Developer shall submit an Occupancy Recycling Plan to the Environmental Resources Division, which shall include the following information: estimated quantities and materials to be generated, management method to be used to reduce landfill disposal; quantity, size and location of recycling and trash bins, destination of material including the names of haulers and facility locations.

Recycling and green waste shall be hauled to the City's Materials Recycling Facility. The Occupancy Plan form must be submitted and approved by the Environmental Resources Division prior to issuance of a certificate of occupancy.

In addition, Developer shall submit an Occupancy Recycling Report annually to the Environmental Resources Division on the anniversary date of the certificate of occupancy. The Report shall include the following information: material type recycled, reused, salvaged or disposed; quantities, management method, destination of material including hauler names and facility locations. Documentation must be included such as weight tickets or receipts regarding the above.

- P-6 Developer shall install clearly labeled storage containers in a kitchen base cabinet within each residence to facilitate separate disposal of recyclable and non-recyclable waste typically generated by residents. The location and specifications (size, materials, etc.) of such storage unit shall be shown on the construction document floor plans submitted to the City for building permits. Recycling guidelines shall be clearly posted on the door of the storage cabinet. The intent of this mitigation measure is to create a situation wherein recycling is as convenient for residents as disposing of trash. If Developer is installing a trash chute within a multi-story residential building, the Developer shall also install a recycling chute for recyclable materials adjacent to the trash chute provided within the building.
- P-7 Developer shall provide literature in each residence (including on the door of the recycling / storage cabinet, as detailed above) explaining the importance of recycling, what can be recycled, and providing suggestions for source reduction, as well as water and energy conservation.

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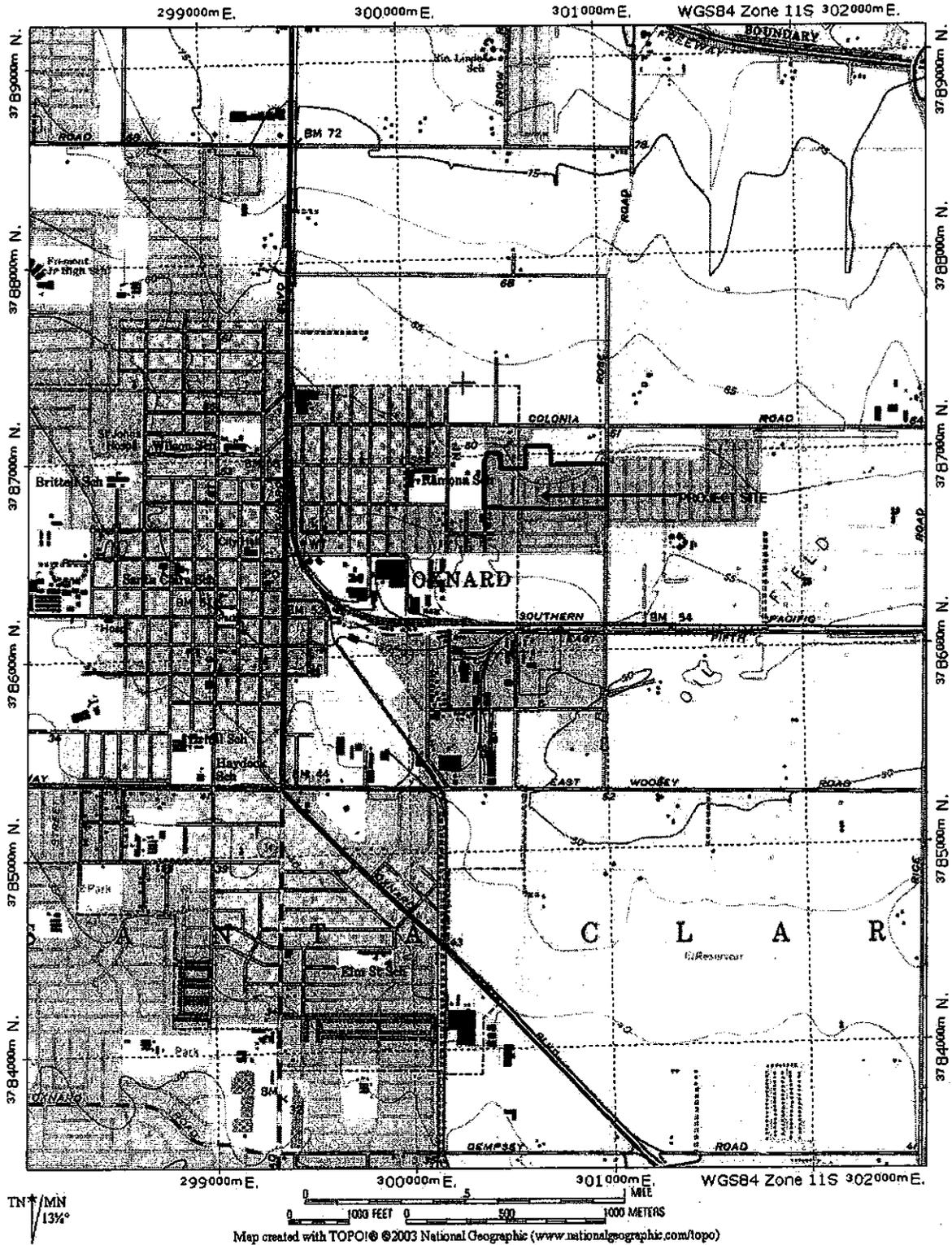
*The Courts Residential Project*

PZ No. 06-640-01; PZ 06-300-05; PZ 06-620-02 and PZ 06-570-04

May 21, 2007

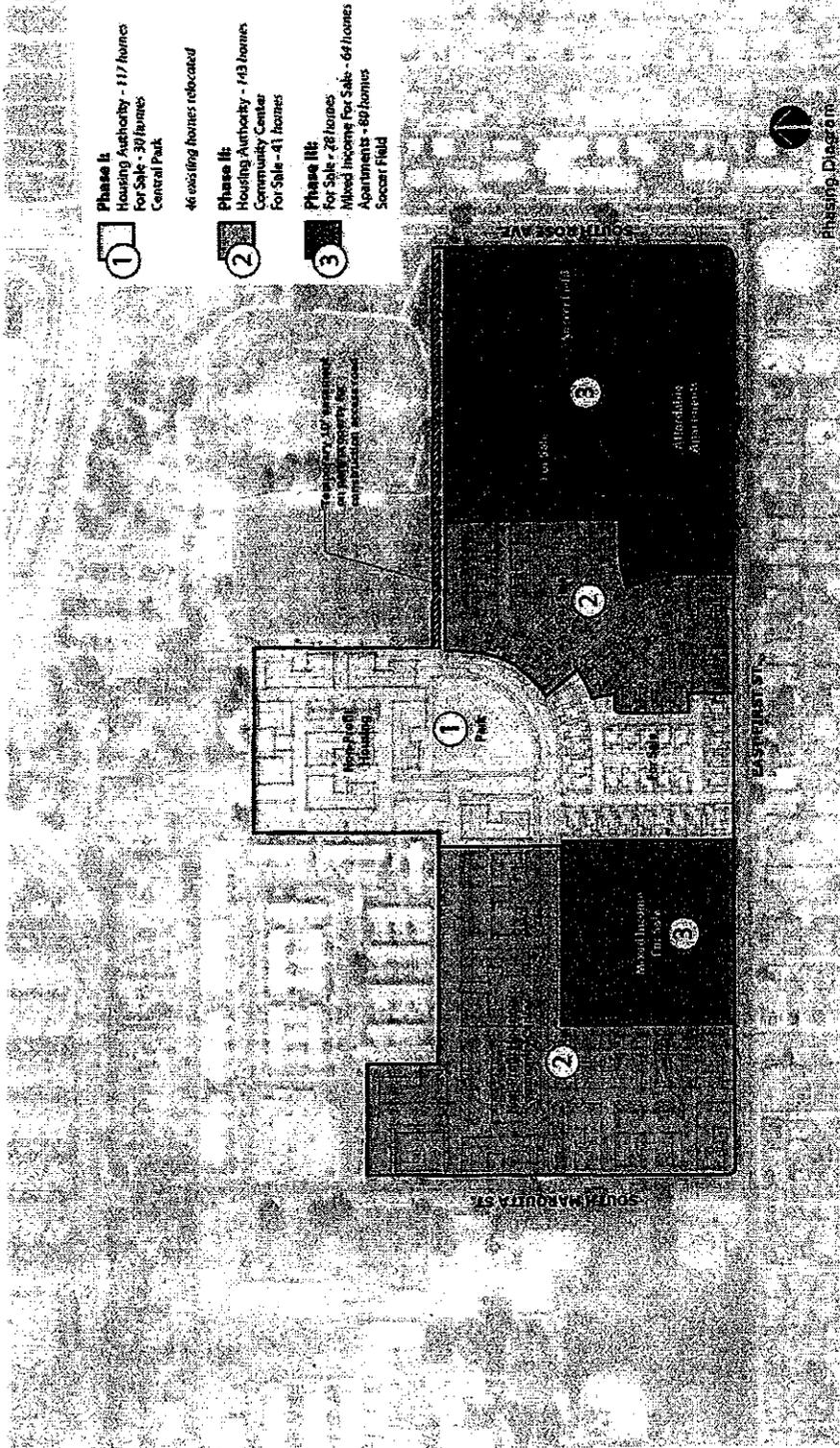
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## **ATTACHMENTS**



**THE COURTS**  
**FIGURE 1: VICINITY MAP**

DRAFT: Preliminary diagram subject to modifications



- 1 Phase I  
Housing Authority - 117 homes  
For Sale - 30 homes  
Central Park
- 2 Phase II  
Housing Authority - 113 homes  
Community Center  
For Sale - 41 homes
- 3 Phase III  
For Sale - 28 homes  
Mixed Income For Sale - 64 homes  
Apartments - 60 homes  
Soccer Field



SCALE: 1"=200'-0"  
DATE: 03/15/05

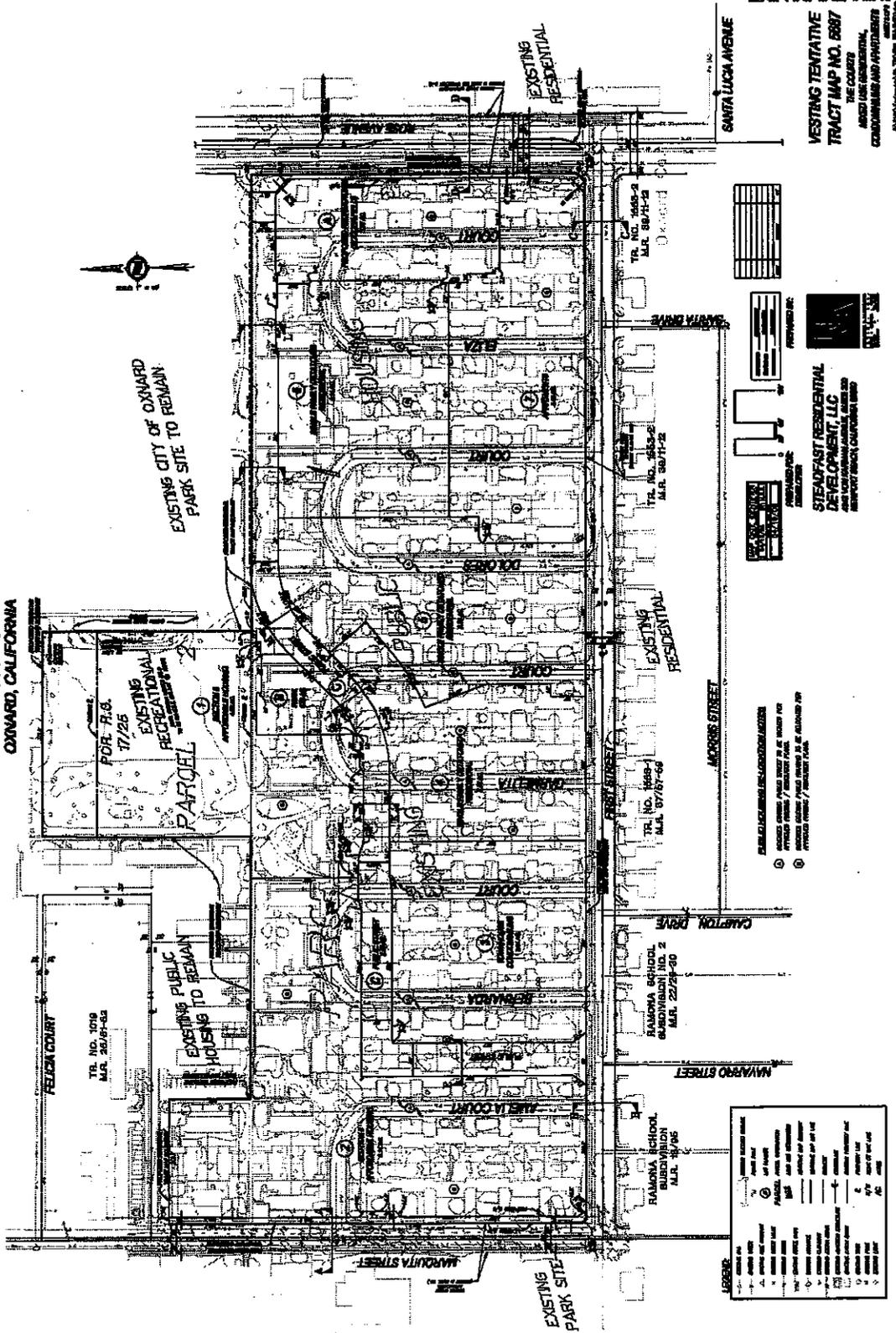
THE COURTS  
CROCKER, CALIFORNIA



THE COURTS  
FIGURE 2: SITE PLAN

**VESTING TENTATIVE TRACT MAP NO. 5687**

THE COURTS  
OXNARD, CALIFORNIA



**THE COURTS  
FIGURE 3: TENTATIVE TRACT MAP**



**THE COURTS**  
**FIGURE 4: AERIAL MAP**

**URBEMIS 2002 AIR QUALITY  
EMISSIONS RESULTS**

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\The Courts - MND.urb  
Project Name: The Courts2  
Project Location: Ventura County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

|                              | ROG   | NOx  | CO   | SO2  | PM10 |
|------------------------------|-------|------|------|------|------|
| TOTALS (lbs/day,unmitigated) | 18.49 | 2.35 | 6.36 | 0.05 | 0.02 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

|                              | ROG   | NOx   | CO     | SO2  | PM10  |
|------------------------------|-------|-------|--------|------|-------|
| TOTALS (lbs/day,unmitigated) | 18.65 | 30.79 | 235.31 | 0.17 | 29.76 |

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

|                              | ROG   | NOx   | CO     | SO2  | PM10  |
|------------------------------|-------|-------|--------|------|-------|
| TOTALS (lbs/day,unmitigated) | 37.14 | 33.14 | 241.67 | 0.21 | 29.79 |

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\The Courts - MND.urb  
Project Name: The Courts2  
Project Location: Ventura County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
(Pounds/Day - Summer)

| AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated) |       |      |      |      |      |
|---|-------|------|------|------|------|
| Source  | ROG   | NOx  | CO   | SO2  | PM10 |
| Natural Gas   | 0.18  | 2.32 | 0.99 | 0    | 0.00 |
| Hearth - No summer emissions  |       |      |      |      |      |
| Landscaping   | 0.83  | 0.03 | 5.37 | 0.05 | 0.02 |
| Consumer Prdcts   | 11.79 | -    | -    | -    | -    |
| Architectural Coatings  | 5.69  | -    | -    | -    | -    |
| TOTALS (lbs/day, unmitigated)                                       | 18.49 | 2.35 | 6.36 | 0.05 | 0.02 |

UNMITIGATED OPERATIONAL EMISSIONS

|                                  | ROG          | NOx          | CO            | SO2         | PM10         |
|----------------------------------|--------------|--------------|---------------|-------------|--------------|
| Single family housing            | 9.18         | 15.40        | 117.69        | 0.08        | 14.89        |
| Apartments low rise              | 5.41         | 8.80         | 67.21         | 0.05        | 8.50         |
| Condo/townhouse general          | 4.06         | 6.60         | 50.41         | 0.04        | 6.38         |
| <b>TOTAL EMISSIONS (lbs/day)</b> | <b>18.65</b> | <b>30.79</b> | <b>235.31</b> | <b>0.17</b> | <b>29.76</b> |

Does not include correction for passby trips.  
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

| Unit Type                    | Acreage | Trip Rate                | No. Units | Total Trips |
|------------------------------|---------|--------------------------|-----------|-------------|
| Single family housing        | 33.67   | 9.57 trips/dwelling unit | 101.00    | 966.57      |
| Apartments low rise          | 5.00    | 6.90 trips/dwelling unit | 80.00     | 552.00      |
| Condo/townhouse general      | 3.75    | 6.90 trips/dwelling unit | 60.00     | 414.00      |
| Sum of Total Trips           |         |                          |           | 1,932.57    |
| Total Vehicle Miles Traveled |         |                          |           | 19,632.21   |

Vehicle Assumptions:

Fleet Mix:

| Vehicle Type              | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---------------------------|--------------|--------------|----------|--------|
| Light Auto                | 55.00        | 1.60         | 98.00    | 0.40   |
| Light Truck < 3,750 lbs   | 15.00        | 2.70         | 95.30    | 2.00   |
| Light Truck 3,751- 5,750  | 16.20        | 1.20         | 97.50    | 1.30   |
| Med Truck 5,751- 8,500    | 7.20         | 1.40         | 95.80    | 2.80   |
| Lite-Heavy 8,501-10,000   | 1.10         | 0.00         | 81.80    | 18.20  |
| Lite-Heavy 10,001-14,000  | 0.40         | 0.00         | 50.00    | 50.00  |
| Med-Heavy 14,001-33,000   | 1.00         | 0.00         | 20.00    | 80.00  |
| Heavy-Heavy 33,001-60,000 | 0.90         | 0.00         | 11.10    | 88.90  |
| Line Haul > 60,000 lbs    | 0.00         | 0.00         | 0.00     | 100.00 |
| Urban Bus                 | 0.20         | 0.00         | 50.00    | 50.00  |
| Motorcycle                | 1.70         | 76.50        | 23.50    | 0.00   |
| School Bus                | 0.10         | 0.00         | 0.00     | 100.00 |
| Motor Home                | 1.20         | 8.30         | 83.30    | 8.40   |

Travel Conditions

|                           | Residential |           |            | Commercial |          |          |
|---------------------------|-------------|-----------|------------|------------|----------|----------|
|                           | Home-Work   | Home-Shop | Home-Other | Commute    | Non-Work | Customer |
| Urban Trip Length (miles) | 12.0        | 7.8       | 10.0       | 10.0       | 4.7      | 4.7      |
| Rural Trip Length (miles) | 15.0        | 10.0      | 10.0       | 15.0       | 15.0     | 15.0     |
| Trip Speeds (mph)         | 40.0        | 40.0      | 40.0       | 40.0       | 40.0     | 40.0     |
| % of Trips - Residential  | 27.4        | 17.7      | 54.9       |            |          |          |

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2008.

**ARCHAEOLOGICAL RESOURCES SURVEY**

**DUDEK**

**ARCHAEOLOGICAL RESOURCES SURVEY**

**The Courts  
29.6-Acre Multi-Family Residential Property  
Northwest Corner Rose Avenue and East First Street  
Oxnard, California**

*Prepared for:*

*Steadfast Companies  
Irvine, California*

*Prepared by:*

*Heather Macfarlane  
Archaeologist*

*May 10, 2006*

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## INTRODUCTION

MACFARLANE ARCHAEOLOGICAL CONSULTANTS (MAC) conducted a Phase 1 Archaeological Survey of a 28.6-Acre Parcel located at the Northwest Corner of Rose Avenue and East First Street, Oxnard, California in support of Steadfast Companies proposed development (The Courts) to be constructed at that location. The project site is defined as the area located east of South Marquita Street, west of Rose Avenue, north of First Street. The project site is currently developed with 260 low-income residential units. Steadfast plans to work with the City of Oxnard in redeveloping the site with a total of 503 units, including 99 detached single-family homes, 64 attached townhomes, 260 affordable housing units, 80 affordable rental units, and a 1-acre soccer field/sports park.

It is our understanding that the project would be phased in order to minimize relocation impacts to existing residential occupants on site. The project is located within a redevelopment area of the City and requires a General Plan Amendment, Zone Change, Tentative Tract Map, and Development Permits.

Archaeologists Heather Macfarlane and Robert Sheets were responsible for the archaeological survey and evaluation. Native American representative Beverly Salazar-Folkes (Ventureno Chumash) was contacted to review the project and archaeological survey.

The project area is defined as a ½-mile radius of the project site. Land use in the project area is residential. The project parcel is largely covered by cement and asphalt paving, landscaping, and existing structures (Figures 1 and 2). It is anticipated that subsurface disturbance to a depth of greater than 1-meter will occur as a result of construction activities such as demolition and removal of existing structures and pavements, grading (cut and fill), and trenching.

The objective of the Phase 1 Archaeological Survey investigation is to identify and inventory areas of possible cultural resources sensitivity within the project area. To achieve this objective the cultural resources scope of work included the following procedures:

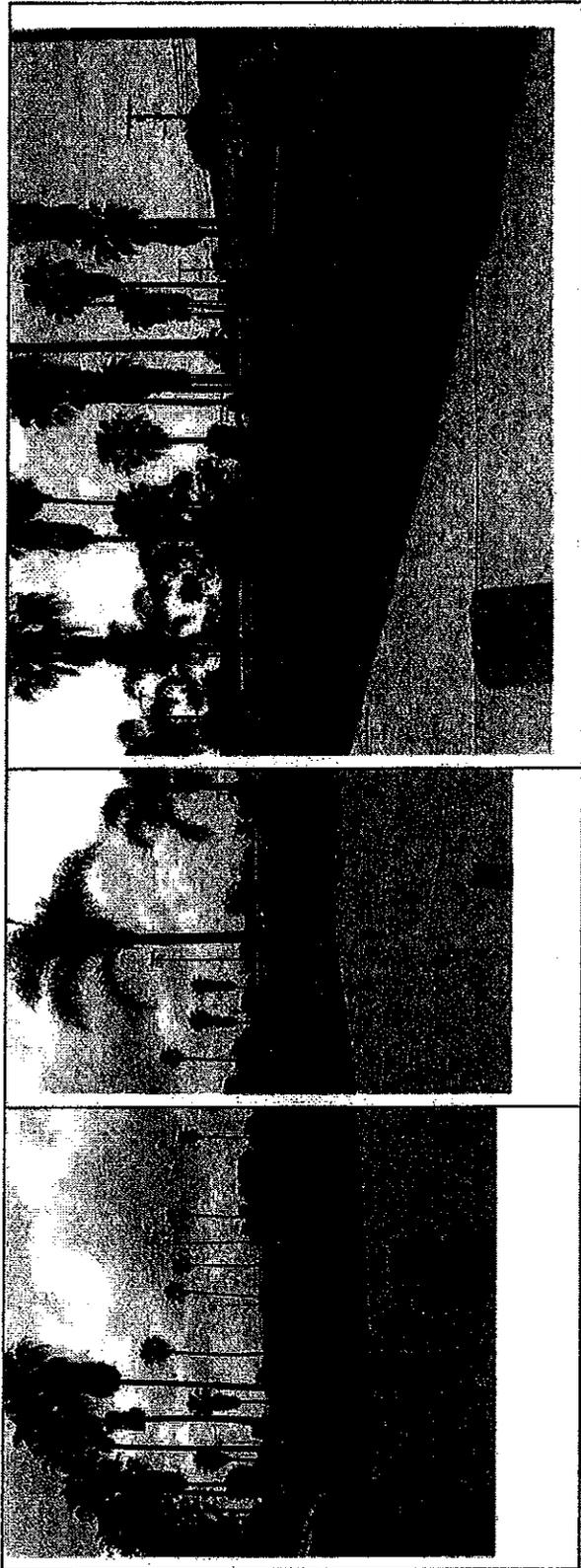
- Comprehensive literature and records search of archaeological and historic documents pertaining to the project site in order to identify and inventory extant cultural resources and define areas potentially sensitive for the occurrence of as yet unidentified cultural resources;
- Systematic intensive walkover survey by a qualified archaeologist and Ventureno Chumash representative to identify and inventory as yet undocumented cultural resources;







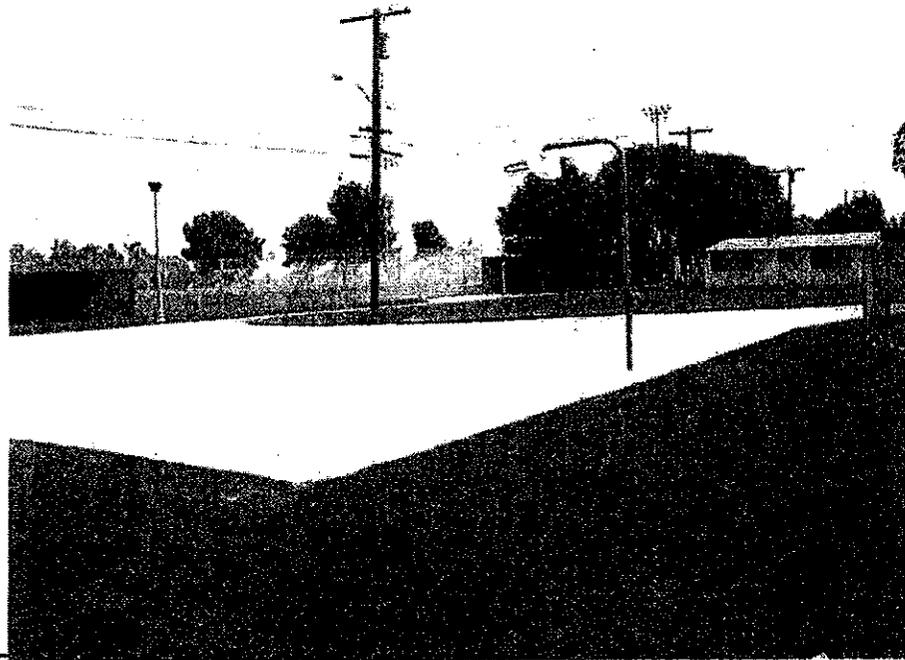
**FIGURE 3. Aerial Photograph of Project Area**



PHOTOGRAPH 1a,b,c. Overview of Park



**PHOTOGRAPH 2. Overview of Soccer Field**



**PHOTOGRAPH 3. Basketball Court**



**PHOTOGRAPH 4. Overview of Playground**



**PHOTOGRAPH 5. Typical Tract House at Marquita and 1<sup>st</sup> Street**



**PHOTOGRAPH 6. Typical Tract House on Bernarda Ct.**



**PHOTOGRAPH 7. Typical Tract Housing on Carmelita Ct.**



**PHOTOGRAPH 8. Typical Tract Housing on Eliza Ct.**

- Assessment of impacts of the construction on any potentially significant cultural resources encountered; and,
- Formulation of appropriate management recommendations to mitigate adverse impacts to cultural resources.

This report has been prepared in accordance with City of Oxnard and County of Ventura, Cultural Resources Guidelines, and California Environmental Quality Act (CEQA) Guidelines, and current professional standards and procedures as outlined in the Airlie House Report (McGimsey and Davis, 1977) which are consistent with policies of the Society for California Archaeology (SCA), Society for American Archaeology (SAA), and Society for Historic Archaeology (SHA). Significance of cultural resources is evaluated according to CEQA guidelines.

## **EXISTING CONDITIONS**

### **Environmental Setting**

Southern Ventura County is part of the Transverse Range Geomorphic Province of California. Geologic structures trend generally east-west in contrast to the predominant northwest trend elsewhere in the State. The geology of southern Ventura County is dominated by the Ventura Basin, a sedimentary trough that extends westward into the Santa Barbara Channel. This basin has been down-warped during the past several tens of millions of years and has received a large amount of sedimentary deposits. These deposits

consist predominantly of water-bearing silts and sands that are poorly consolidated and several hundred feet in depth. The sea has retreated from the eastern portion of the Ventura Basin forming the Oxnard Plain.

The primary source of sediments that mantle the Oxnard Plain has been the Santa Clara River. The mouth of the river is located immediately south of the Ventura Harbor; however, in the recent geologic past, the river has probably changed positions across the plain frequently in response to sediment deposition within its channel and immediately offshore. The plain historically was crisscrossed with barrancas or creeks, which have been channeled in some cases and filled in others. Examination of historic maps indicates considerable modification from agricultural practices has all but obliterated most of these relic watercourses.

The Oxnard Plain is composed of geologically recent alluvium (Quaternary) underlain by unconsolidated floodplain deposits consisting of silts, sands and gravel (County of Ventura, 1975). This portion of the Ventura Basin has subsided in recent geological time and subsequently is blanketed with terrestrial alluvium that now extends below sea level. The depositional rate of the Santa Clara and Ventura Rivers and other streams (Calleguas and Conejo Creeks) has been greater than the down-warp rate as evidenced by the bulging shoreline between Point Magu and Ventura (Hawthorne, 1981). Historic records indicate repeated flooding has caused considerable active sedimentation and hydrographic changes (Sharp, 1978). Comparison of historic maps dating from 1855 and 1933 indicate that at one time beachlines advanced at a rate of up to seven feet per year. Damming of the Ventura River, Piru Creek, and Santa Clara River (San Gabriel River above confluence with Santa Clara in Santa Clarita) has reduced the rate of sand deposition and contributed to recent shoreline erosion. Modern water use patterns beginning in the early 19th century have served to further deplete ground waters and encourage seawater intrusion beneath the Oxnard Plain.

Agriculture in the Oxnard Plain is dominated by modern vegetable crops and other floral species introduced after European settlement. Non-agricultural plants typical of southern California coastal region include oaks, grasses, sages and in floodplain areas, a variety of riverine species. Small mammals (rabbits, squirrels, rats and mice) and opossums dominate the animal communities with carnivores represented by foxes, coyotes and raccoons.

### **Culture History**

The project area lies in the southern portion of the territory attributed to the Ventureno Chumash, a Hokan-speaking group of hunters and gatherers whose ancestors settled in the area as early as 8000-9000 years ago and gradually evolved toward a degree of marine exploitation which may be unique in the Americas (Landberg, 1965; Grant, in Heizer, 1978; Wilcoxon and Brandoff, 1974; Greenwood, 1978).

The culture and ethnohistoric background of the Ventureno Chumash has been adequately described by Brown (1967), Kroeber (1925), Landberg (1965), Olson (1930), Orr (1952),

Rogers (1929) as well as in more recent cultural resource documents and thus will not be discussed herein, except as it pertains to extant archaeological sites.

Chumash territory was extensive ranging along the California coast from Malibu in Los Angeles County northward to include Tejon Pass and Castaic Lake and past the Cuyama River Valley (Kroeber, 1925) and westward to the coast range mountains and includes the Santa Barbara Channel Islands. Researchers who have focused on the development of a cultural historical sequence for the study area agree that there has been a development of technology and social organization from simple to complex. This sequence has been divided into three developmental periods termed Early, Middle, and Late Periods. The oldest sites in the area may date to as early as 8,000-9,000 B.P. [Before Present]) but the majority of sites are the remains of historically known Ventureño Chumash who occupied the region until the 19th Century. The Spanish Colonial Period (1769-1822) was followed by the Mexican Colonial Period (1822-1846) and Anglo-American conquest and statehood followed soon after.

Extensive prehistoric utilization of the area is supported by the large number of Chumash Placenames attributed to Ventura County by early ethnographers (Applegate, 1974, 1975) (Table 1). Applegate (1974, 1975) lists the following Placenames for the project area originally transcribed by John P. Harrington (1912-1922, 1935). Harrington's ethnographic sources included Henshaw's list of Indian villages referenced above as well as Chumash informants.

**Table 1. Ethnohistoric Placenames**

| <b>Placename</b>    | <b>Translation</b> | <b>Location</b>   |
|---------------------|--------------------|---|
| <i>kanaputegnon</i> |                    | Name of a major Rancheria thought to be in the general vicinity of El Rio northeast of Oxnard |
| <i>kamaqakmu</i>    |                    | Name for an as yet undiscovered location north of the present City of Oxnard                  |
| <i>kasunalmu</i>    | 'sending place'    | Name of a village just west of the present City of Oxnard.                                    |
| <i>malhoḥshi</i>    |                    | Name of an as yet unlocated place near the present City of Oxnard                             |
| <i>Maliti</i>       |                    | Name of an as yet unlocated place northeast of the present City of Oxnard.                    |
| <i>Pomo</i>         |                    | Name of place just north of Oxnard  |
| <i>Ponom</i>        |                    | Name of an as yet unlocated place just north of the present City of Oxnard.                   |
| <i>Swini</i>        |                    | Name of an as yet unlocated place near the present City of Oxnard.                            |

The ethnographic record on the Chumash remains incomplete, a fact that reflects their rapid acculturation/enculturation into the Spanish Mission system as well as the socio-religious biases of the missionaries who failed to recognize Chumash culture and cosmology as worthy of preservation. In addition, it has been documented that the Chumash population was rapidly decimated by European diseases for which they had no natural immunity. The subsequent secularization of the mission system in 1834 further reduced the population as a result of economic deprivation. Acculturation of the population through marriage was also a factor. By 1900 very few full-blooded Chumash remained. Although Grant (1978b:505 footnote) indicated that the last Chumash speaker died in 1965, a blessing ceremony by a Ventureño descendant of Valenzuela Candalaria, Vincent Tumamait, in the late 1990s confirmed the error of that statement to a large crowd of native and non-native observers.

European settlement in southern California initially focused on the establishment of missions, pueblos, and presidios in the period dating between 1769 (Portola Expedition) to 1821. Establishment of the Mission system, in particular the Mission of San Buenaventura, and enculturation of Native Americans into many aspects of European culture and religion and exposure to European diseases for which they had no natural immunity effectively decimated the Chumash population. As a result, by 1900 the aboriginal population was small and dispersed (SAIC, 1991:C.4-4).

During the following rancho period, which lasted from 1822 to 1847, Mexico achieved its independence from Spain and thousands of Mexican immigrants entered southern California in order to take advantage of new land grants designed to settle and develop the area. This immigration continued throughout the 1820's. The Mission system was secularized in 1834 and former Mission lands were granted and/or sold to Mexican loyalists to some Anglos (Greenwood and Associates, 1989:2-15). Ranchos in the area of the Oxnard Plain included Guadaluasca, Calleguas, Los Posas, Santa Clara del Norte, San Miguel, Santa Paula y Saticoy, and Rio de Santa Clara, also known as La Colonia. The project lies within the area that was formerly occupied by Rancho la Colonia. During this period the economic focus continued to be on extensive cattle ranching with some dry farming.

La Colonia, which consisted of 48,883 acres, was granted in 1837 "to eight old soldiers, by Governor Alvarado" (Storke, 1891:203). In 1857, the land was confirmed to Valentine Cota. During the 1860's many squatters settled here. The land was first cultivated in 1867 when Christian Borchard and his son settled on the Rancho and planted crops of wheat and barley. The Rancho was purchased from the Spanish owners by Tom Scott, a railroad tycoon, and in 1869 was sold by him to Thomas R. Bard (Storke, 1891).

Shipping by coastal ships was the primary method by which agricultural products and goods were shipped in and out of the Channel cities until the turn of the century. Due to the difficulties attendant in disembarking freight and passengers by means of lighters for transport to shore wharves were built at both Point Hueneme (1871) and Ventura (1872).

Hueneme was formerly an embarcadero serving Rancho El Rio de Santa Clara del Norte or La Colonia.

In 1871, the Santa Clara Irrigating Company was formed to bring water from the Santa Clara River to the Colonia Rancho. In 1864, Pennsylvania capitalist Thomas Scott acquired 32,100 acres of the Rancho. Thomas Bard, acting as his land agent and eventually acquiring portions of La Colonia for himself, sold large acreages in 1869 to farmers Jacob Gries, Peter Donlon, William I. Rice, and James Saviers. These farmers along with Christian and Johannes Borchard, Jacob and Gottfried Maulhardt, James Leonard, John G. Hill and Dominick McGrath, settled on Rancho la Colonia in the 1860's and 1870's. Prior to 1871, farmers practiced dry farming techniques and took their water from artesian wells.

Between 1869 and 1872 over 100 squatters settled an area of about 17,700 acres at the southwestern edge of Rancho la Colonia, claiming the land had been fraudulently surveyed and therefore public domain open for homesteading. The courts upheld their claim.

Ventura County was organized in 1872, with the City of San Buenaventura as the county seat. That same year the first gold was taken to Santa Barbara from the Sespe and the first public building was erected in Ventura County (Storke, 1891). At about the time the County was formed, canals were being built for irrigation and domestic purposes. From 1876 through 1912 there was increased Americanization, the result of increased trade between southern California and the rest of the United States due to the expanding railroad system. Subsequent drought conditions throughout Southern California were responsible for the death of cattle and resulting bankruptcies during which time many ranches were dissolved or underwent subdivision.

The Southern Pacific Railroad has had significant impacts on development wherever it was built. This is particularly true for Ventura County. A real estate boom followed on the heels of the railroad's new access to Ventura in 1887 (Dames & Moore, 1988:2-16). Montalvo, Somis, Simi, Moorpark, Oxnard, and Camarillo were all established between 1887 and 1900 (Robinson, 1956:21-23).

The City of Oxnard was founded in 1898. The City was named after Henry T. Oxnard, an officer of the American Beet Sugar Company, which built a large sugar factory there in 1897. During the period from 1913 to 1945 there was increased regional development, in part related to the effort to bring water to southern California from the Owens Valley in 1913. There was also an increased diversity in industries, particularly petroleum, entertainment, aircraft, automobile, and agriculture.

#### **Extant Archaeological and Historical Sites**

A cultural resources record search for the proposed project area was conducted at the South Central Coast Archaeological Information Center, Department of Anthropology, California State University, Fullerton April 27, 2006. This research included published

reports, books and journals pertinent to the prehistory, ethnohistory and history of the region. Historic maps, California Points of Historical Interest (PHI), California State Historical Landmarks (CHL)(1979); National Register of Historic Places (NR), California State Historic Resources Inventory (HRI), Archaeological Reports and Manuscripts on File at the South Central Coast Archaeological Information Center, Department of Anthropology, California State University, Fullerton, and the List of Archaeological Sites in Los Angeles, Ventura and Orange Counties (Padon, 1982) were also reviewed.

### **Archaeological Resources**

One (1) archaeological site (56-000789) has been identified within a ½-mile radius of the project site. Three additional prehistoric archaeological sites (56-000506, 56-000666, and 56-000918) are located just outside the ½-mile radius to the east of the project site.

56-000789 (CA-VEen-789) is located on a flat alluvial plain (in an agricultural field) lying east of Rose Avenue and north of West Fifth Street and the Southern Pacific Railroad ROW west of Rice Road and south of La Puerta Avenue, east of the City of Oxnard. The site consists of a large flake and shell scatter within an agricultural field lying just north of a housing tract. Several species of shell (*Mytilus sp.*, *Protothaca staminea*, *Chione sp.*, *Saxidomus nuttalli*, *Tivela stultorum* and *Haliotis sp.* and artifacts are reported as scattered over a large agricultural field which is reported as generally flat with drainage to the south. Artifacts consist of 11 fused shale and chert flakes, a volcanic biface fragment and a possible fused shale projectile point base. The site was recorded by Robert Wlodarski and Gwen Romani (1984). Wlodarski indicates the integrity of the site surface (40-50 cm.) to be greatly compromised by agricultural activities (plowing and planting and removal of lemon groves) dating to the early 1900s.

No archaeological sites have been reported within the project site. No sites are listed on the Archaeological Determination of Eligibility (DOE) list. No isolates have been identified within a ½-mile radius of the project site.

### **Historic Resources**

No recorded historic built environment has been identified within the project site. The 1904 U.S.G.S. Hueneme 15-Minute Quadrangle shows no development within the project site or in the immediate vicinity. At that time Fifth Street did not extent into the project area. Review of historic area maps and aerial photographs on file at the Ventura County Historical Society indicate that the project site was primarily undeveloped agricultural land until the current multi-family housing units were constructed in the early to mid-1950s. The project area is not within map coverage of the early Sanborn Insurance Maps for Oxnard, California.

The California Points of Interest (1992) of the Office of Historic Preservation, Department of Parks and Recreation lists no properties within the project vicinity.

The California Historical Landmarks (1990) of the Office of Historic Preservation, Department of Parks and Recreation lists no properties within the project vicinity.

The California Register of Historical Places (2006) lists one (1) property within a ½-mile radius of the project site. This property has been determined to have a National Register of Historic places Status of 1 or 2, a California Historical Landmark numbering 770 and higher, or a Point of Historical Interest listed after 1/1/1998. The property is identified as follows:

709 2<sup>nd</sup> Street, Oxnard, California. Primary #56-151290 NR-99000109

The NRHP lists one property within the project vicinity. The historic property is identified as the same as is cited above.

In addition, the California Historic Resources Inventory (2006) lists twenty-six (26) properties that have been evaluated for historical significance within a ½-mile radius of the project site.

#### **Ethnohistoric Resources**

As shown in Table 1, *kasunalmu*, which translates as "sending place, is believed to be located just northwest of the project area.

Thirteen (13) studies (LA2645, VN236, VN451, VN 572, VN949, VN950, VN951, VN1040, VN153, VN265, VN1943, VN2219, and VN2223) have been conducted within a 1-mile radius of the project site. Of these, CSUF identifies one (1) an oil/gas pipeline study located adjacent to the project site (VN236). There are eleven (11) additional investigations located on the Oxnard 7.5 Minute Quadrangle that are potentially within a ½-mile radius of the project site. These reports are not mapped due to insufficient information as to their location.

#### **ARCHAEOLOGICAL SURVEY**

##### ***Methods***

Archaeologist Robert Sheets and Heather Macfarlane conducted an intensive pedestrian survey of the subject parcel, May 7, 2006. Ventureno Chumash Elder and Monitor Beverly Salazar-Folkes was contacted about the project and archaeological field survey. A standard archaeological survey of the property was not possible as the entire parcel is developed and covered by existing pavement, landscaping and structures.

##### ***Results***

Only landscape and park areas afforded visibility of the ground surface. The visible area was limited to about 20% of the project site and considered inadequate on which to base an accurate assessment of the survey area. Exposures were evaluated as inadequate for an

accurate assessment of archaeological resources. The archaeological assessment of the project site, therefore, must be based on existing documentation.

Some soil was exposed in the area of the Park and in landscaped areas surrounding each residential unit. Soil in the parcel was consisted of the characteristic type for the Oxnard Plain, a medium brown silty sand. Imported sand was present in several areas. Slightly more clayey soil was also noted and may also indicate imported soil. The only lithic materials visible were small sandstone subangular cobbles and imported gravels.

No evidence of a prehistoric or historic archaeological site deposit was observed in the park, soccer field and landscaped areas where soil was visible.

### **CONCLUSIONS AND RECOMMENDATIONS**

No previously documented prehistoric or historic archaeological sites or artifacts are located within the project parcel. The presence of existing pavement and structures precluded an accurate surface survey of the parcel. One archaeological site (56-000789) has been reported just east of Rose Avenue and three additional sites (56-000506, 56-000666, and 56-000918) are located nearby. No impacts are anticipated to occur to documented cultural resources as a result of the proposed project.

There is a known potential for as yet undocumented archaeological deposits to occur buried in alluvial soils in the Oxnard Plain area. Prior to the agricultural development, the Oxnard Plain was criss-crossed by numerous creeks, known locally as barrancas, extending from the Santa Clara River to the Ocean. After the advent of farming, the water table in the study area was significantly lowered. Many of these barrancas were channeled by farmers for irrigation purposes, others were filled in order to extend fields across a larger area. Rose Avenue was once called "Ditch Road" due to the location of one of these channeled barrancas. Two of the three sites located to the east of the project site are located near a relic barranca.

Based on the known alluvial conditions in the project area and historic agricultural practices, the project area is considered as sensitive for the occurrence of an as yet undocumented archaeological site or artifacts buried within alluvial or fill soil. The depth of disturbance of grading for the existing development is unknown. It may be assumed to have been at least 18 to 24-inches based on 1950s building practices. Despite this known disturbance, buried and as yet undocumented archaeological deposits may occur within the area of potential effect (A.P.E.).

No historic structures are detailed at this location in the 1901 (Printed 1904) U.S.G.S. Hueneme 15-Minute Series map. Impacts to significant prehistoric or historic archaeological resources, therefore, are not anticipated to occur as a result of the proposed project.

Based on these conclusions, the following management procedures are recommended:

- Due to the lack of surface visibility the parcel shall be resurveyed by a qualified archaeologist. Since there is a known disturbance from previous grading, monitoring during pavement and removal of structural footings is not required. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, monitoring by a qualified archaeologist and Native American (specifically a qualified Ventureño Chumash descendant) shall be required all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching).
- Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required.
- In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource.
- The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

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Steadfast Companies  
May 10, 2006

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**NOISE STUDY**

**DUDEK**

**ACOUSTICAL ASSESSMENT REPORT**  
*for*  
**THE COURTS RESIDENTIAL PROJECT**  
**STEADFAST RESIDENTIAL DEVELOPMENT LLC**  
**& OXNARD HOUSING AUTHORITY**  
**(South Rose Ave & East First Street)**

*Prepared for:*

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**JULY 2006**

*Prepared by:*

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# The Courts (Rose at East First) - Acoustical Analysis

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# The Courts (Rose at East First) - Acoustical Analysis

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|              |                                       |
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## The Courts (Rose at East First) - Acoustical Analysis

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### SUMMARY

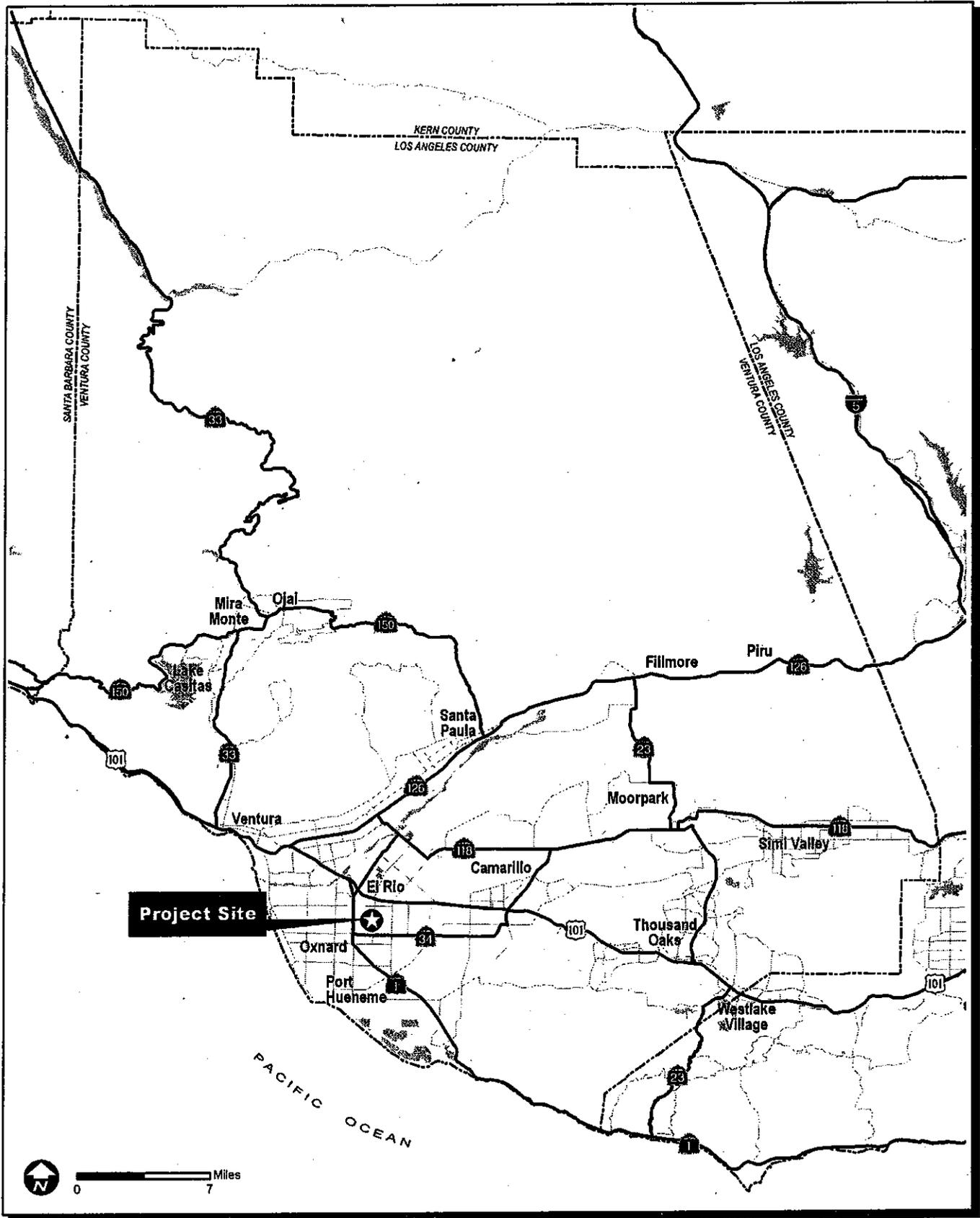
The project proposes to redevelop the subject property with 101 detached single-family residences, 64 attached multi-family town homes, 260 affordable multiple family residences (to replace the existing 260 public housing units), and 80 affordable apartments. The project also includes a public soccer field and separate neighborhood park component. The project site is located at the northwest corner of the intersection of South Rose Avenue & East First Street, and extends westward to South Marquita Street, in the City of Oxnard.

The project site would be primarily affected by traffic noise along arterial roadways including South Rose Avenue & East First Street, with additional contribution from traffic on South Marquita Avenue along the west side of the property. Noise from future traffic volumes along East First Street would require mitigation at the proposed second-floor deck elements of the single family homes proposed immediately adjacent to East First Street. Short-term construction noise impacts and off-site traffic noise associated with the project would result in a less than significant noise impact. The public park and soccer field components of the proposal are also expected to have less than significant noise impacts, but a noise wall is recommended in order to minimize non-significant impacts from intensive soccer field activity upon adjacent homes.

An interior noise study would be required prior to issuance of building permits for the residential structures immediately adjacent to South Rose Avenue, East First Street, South Marquita Street, and in the northern portions of the Phase II & III market-rate single family home component. These residences would require air-conditioning and/or mechanical ventilation systems and most likely sound-rated windows to meet the City's interior noise standard.

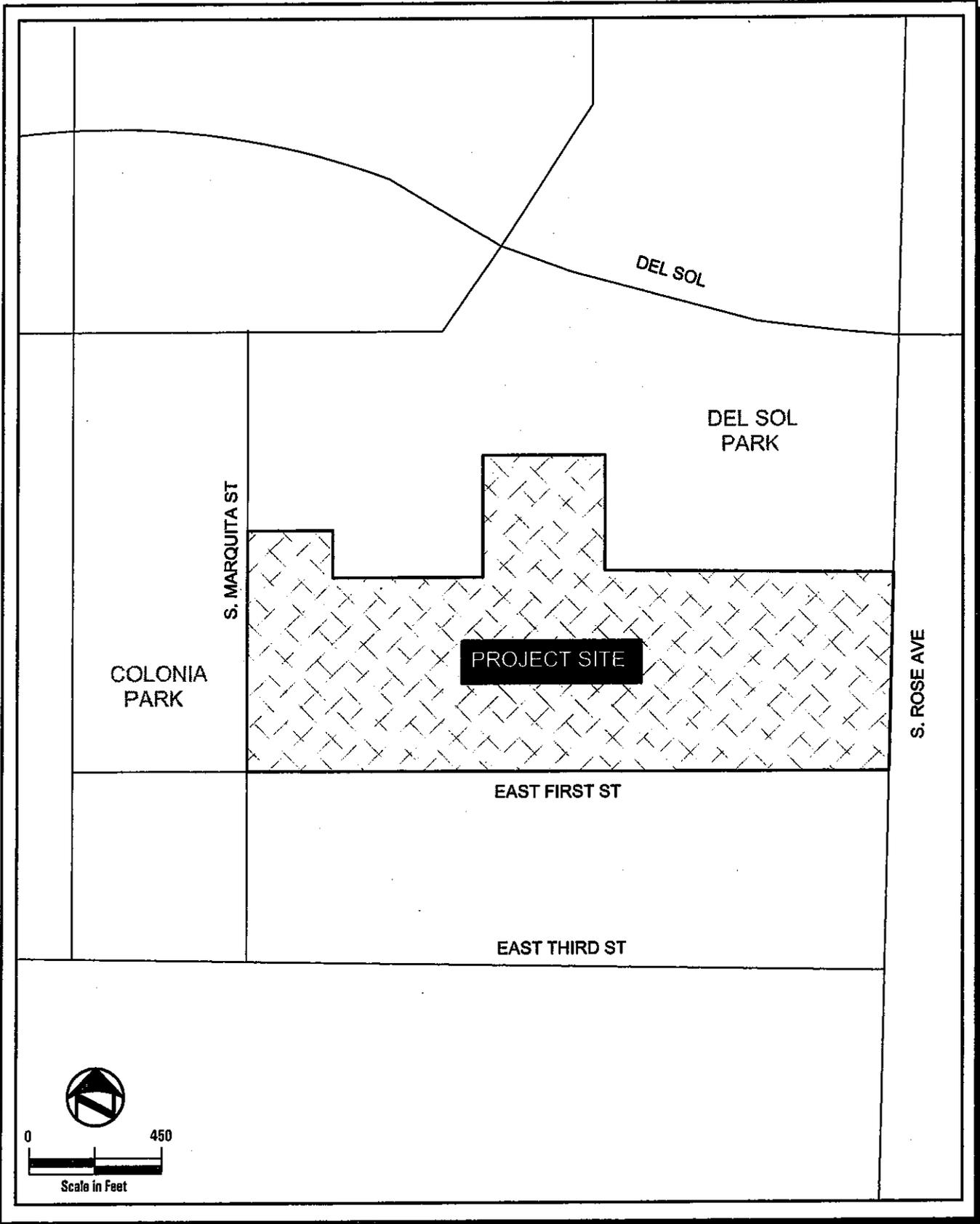
### 1.0 INTRODUCTION AND BACKGROUND

This report evaluates the noise impacts that would be associated with the proposed joint development project of Steadfast Residential Development, LLC and the Oxnard Housing Authority to be known as "The Courts". The project is located in the City of Oxnard (**Figures 1 and 2**). The site is currently developed with 260 residences operated by the Housing Authority as public housing. Existing land uses adjacent to the site include single family residences (south), multi-family housing (east and north), public park (west and north), and elementary school (northwest). The project would develop the site with a total of 260 replacement affordable multi-family units, 80 affordable apartments, 101 detached homes, and 64 attached townhomes; proposed development is depicted in **Figure 3** (Conceptual Site Plan /Preliminary Landscape Plan - Summers/Murphy& Partners, Inc, May 24, 2006).



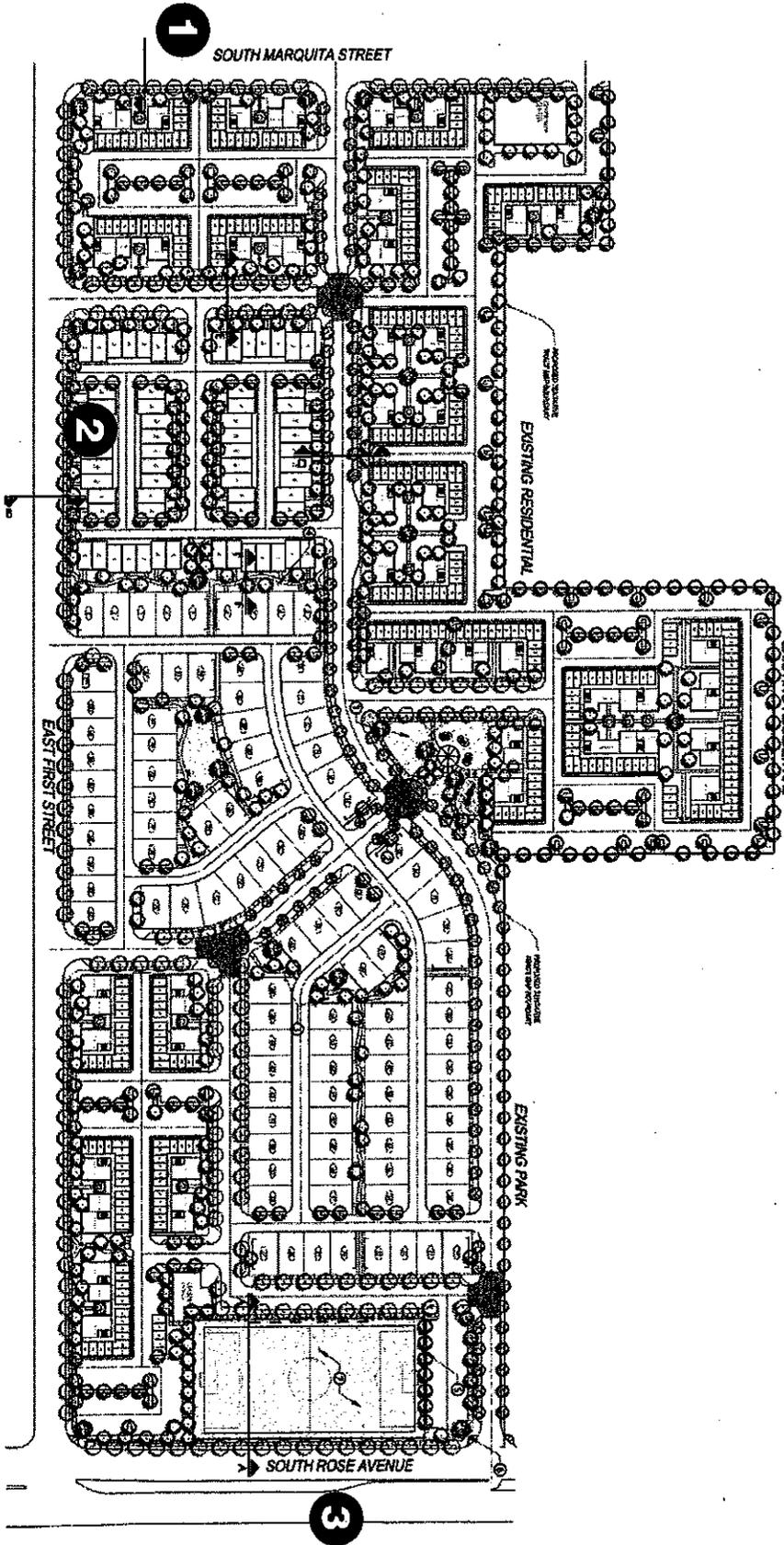
The Courts Residential Project Acoustical Evaluation  
**Regional Location**

**FIGURE**  
**1**



The Courts Residential Project Acoustical Evaluation  
**Project Vicinity**

**FIGURE**  
**2**



SOURCE: SummersMurphy & Partners, Inc., May 2006

1" = 240'

The Courts Residential Project Acoustical Evaluation  
**Site Plan/Noise Measurement Locations**

**FIGURE 3**

## The Courts (Rose at East First) - Acoustical Analysis

### 1.1 Noise Concepts

Community sound levels are measured in terms of the A-weighted sound level. The A-weighted scale measures sound levels corresponding to the human frequency response. All sound levels discussed in this report are A-weighted. Additional units of measure have also been developed to evaluate the long-term characteristics of sound. The time-average sound level (TAV) is a single-number representing the fluctuating sound level in decibels (dB) over a specified period of time. It is a sound energy average of the fluctuating level and is equal to a constant unchanging sound level of that dB level.

The City of Oxnard describes community noise levels in terms of the community noise equivalent level (CNEL). The CNEL is a 24-hour average A-weighted sound level with a five decibel (dB) "penalty" added to noise during the evening hours of 7:00 p.m. to 10:00 p.m., and a ten decibel penalty added to the nighttime hours from 10:00 p.m. to 7:00 a.m. The five and ten dB penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The A-weighted scale measures noise levels corresponding to the human hearing frequency response. All sound levels in this report are A-weighted. Definitions of acoustical terms used in this report are contained within *Attachment 1*. Typical sound levels generated by various activities are listed in *Table 1*.

| <b>TABLE 1</b>   |   |                          |                              |
|--|---|--------------------------|------------------------------|
| <b>TYPICAL SOUND LEVELS MEASURED<br/>IN THE ENVIRONMENT AND INDUSTRY</b> |   |                          |                              |
| <b>Noise Source</b>  | <b>A-Weighted Sound<br/>Level in Decibels</b> | <b>Noise Environment</b> | <b>Subjective Impression</b> |
| Civil Defense Siren (100 ft.)  | 130   |                          |                              |
|  | 120   |                          | Threshold of pain            |
|  | 110   | Rock Music Concert       |                              |
|  | 100   |                          | Very loud                    |
| Pile Driver (50 ft.)   |   |                          |                              |
| Power Lawn Mower (3 ft.)   |   |                          |                              |
| Motorcycle (25 ft.)  | 90  | Boiler Room              |                              |
| Diesel Truck (50 ft.)  |   | Printing Press Plant     |                              |
| Garbage Disposal (3 ft.)   | 80  |                          |                              |
| Vacuum Cleaner (3 ft.)   | 70  |                          | Moderately loud              |
| Normal Conversation (3 ft.)  | 60  |                          |                              |
| Light Traffic (100 ft.)  | 50  | Department Store         |                              |
| Bird Calls (distant)   | 40  | Private Business Office  |                              |
| Soft Whisper   | 30  | Quiet Bedroom            | Quiet                        |
|  | 20  | Recording Studio         |                              |
|  | 10  |                          | Threshold of hearing         |

## **The Courts (Rose at East First) - Acoustical Analysis**

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### **1.2 Noise Criteria**

The City has established noise guidelines in the Noise Element of the City's General Plan. These guidelines identify compatible exterior noise levels for various land use types. The maximum allowable noise exposure varies depending on the land use. According to the City's Threshold Guidelines, noise levels exceeding 65 dB CNEL in outdoor living areas for residential land uses are usually considered significant (City of Oxnard 1995). Interior noise levels for residences should be 45 dB CNEL or less. The City also limits the allowable hours of construction activities to occur Monday through Saturday from 7:00 a.m. to 6:00 p.m. (City of Oxnard 2005).

### **1.3 Methodology**

The future noise levels along the off-site roads were determined based on Caltrans' SOUND32 Highway Traffic Noise Prediction Model (Caltrans 1983) with California noise emission factors (Caltrans 1987). The SOUND32 model was calibrated based upon field noise measurement results obtained for this report.

## **2.0 EXISTING CONDITIONS**

The primary noise sources adjacent to the project site are vehicular traffic along arterial and collector streets including South Rose Avenue, East First Street, and South Marquita Street. *Figure 3* provides the conceptual site plan for the development, including adjacent streets.

The Oxnard Circulation Element classifies South Rose Avenue as a Secondary Arterial; South Rose Avenue adjacent to the project site carries a current volume of approximately 33,750 average daily trips (ADT), according to AllianceJB (Alliance JB 2006).

The Oxnard Circulation Element classifies East First Street as a Local Arterial; East First Street adjacent to the project site carries a current volume of approximately 5,350 average daily trips (ADT), according to AllianceJB (Alliance JB 2006).

The Oxnard Circulation Element classifies South Marquita Street as a Residential Collector; South Marquita Street adjacent to the project site carries a current volume of approximately 2,050 average daily trips (ADT), according to AllianceJB (Alliance JB 2006).

### **2.1 Ambient Noise Measurements**

A noise measurement was conducted along the subject property boundary and adjacent to South Marquita Street to determine the existing noise level associated with South Marquita Street on the project site. A second noise measurement was conducted along the subject

## The Courts (Rose at East First) - Acoustical Analysis

property boundary and adjacent to East First Street to determine the existing noise level associated with East First Street on the project site. A third noise measurement was conducted along the subject property boundary and adjacent to South Rose Avenue to determine the existing noise level associated with South Rose Avenue on the project site. The measurements were made using a calibrated Larson-Davis Laboratories Model 820 (S.N. 1534) integrating sound level meter equipped with a Type 2551 ½-inch pre-polarized condenser microphone with pre-amplifier. When equipped with this microphone, the sound level meter meets the current American National Standards Institute standard for a Type 1 precision sound level meter. The sound level meter was positioned at a height of approximately five feet above the ground.

The noise measurement locations are depicted as Site 1, Site 2, and Site 3 on **Figure 3**. Site 1 is approximately 40 feet from the centerline of South Marquita Street, on the opposite side of the street from the project. The measured average noise level was 58 dB. **Table 1** shows the measured noise level and concurrent traffic volumes.

Site 2 is approximately 35 feet from the centerline of East First Street. Site 2 is approximately on the southern property boundary for the subject property. The measured average noise level at Site 2 was 63 dB. **Table 1** shows the measured noise level and concurrent traffic volumes.

Site 3 is approximately 50 feet from the centerline of South Rose Avenue, on the opposite side of the street from the project. The measured average noise level at Site 2 was 71 dB. **Table 2** shows the measured noise level and concurrent traffic volumes.

**Table 2  
Measured Average Sound Level**

| Site | Description   | Date/Time                      | $L_{eq}$ <sup>1</sup> | Cars | MT <sup>2</sup> | HT <sup>3</sup> |
|------|---|--------------------------------|-----------------------|------|-----------------|-----------------|
| 1    | Approximately 40 feet to center line of South Marquita Street | 5/04/06<br>10:40 to 11:10 a.m. | 58 dB                 | 57   | 0               | 0               |
| 2    | Approximately 35 feet to center line of East First Street     | 5/04/06<br>11:15 to 11:45 a.m. | 63 dB                 | 119  | 5               | 0               |
| 3    | Approximately 50 feet to center line of South Rose Avenue     | 5/04/06<br>12:00 to 12:20 p.m. | 71 dB                 | 730  | 29              | 46              |

- Notes:
- <sup>1</sup> Equivalent Continuous Sound Level (Time-Average Sound Level)
  - <sup>2</sup> Medium Trucks
  - <sup>3</sup> Heavy Trucks

General Notes: Temperature 61 degrees, cloudy, 3 mph westerly wind.

## **The Courts (Rose at East First) - Acoustical Analysis**

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The modeled  $L_{eq}$  values for Site 1, Site 2, and Site 3 are within two dB of the measured noise level. This result generally confirms the assumptions used in the noise model.

The modeled existing noise level is 63 dB CNEL at Site 1. The modeled existing noise level is 67 dB CNEL at Site 2. The modeled existing noise level is 74 dB CNEL at Site 3. It should be noted that these noise levels are in terms of the CNEL and not the  $L_{eq}$  as shown in **Table 2**. It should also be noted these sites were selected to represent the noise exposure of an unshielded receiver; the receptor locations each have unobstructed exposure to the adjacent roadway.

### **3.0 IMPACT ANALYSIS**

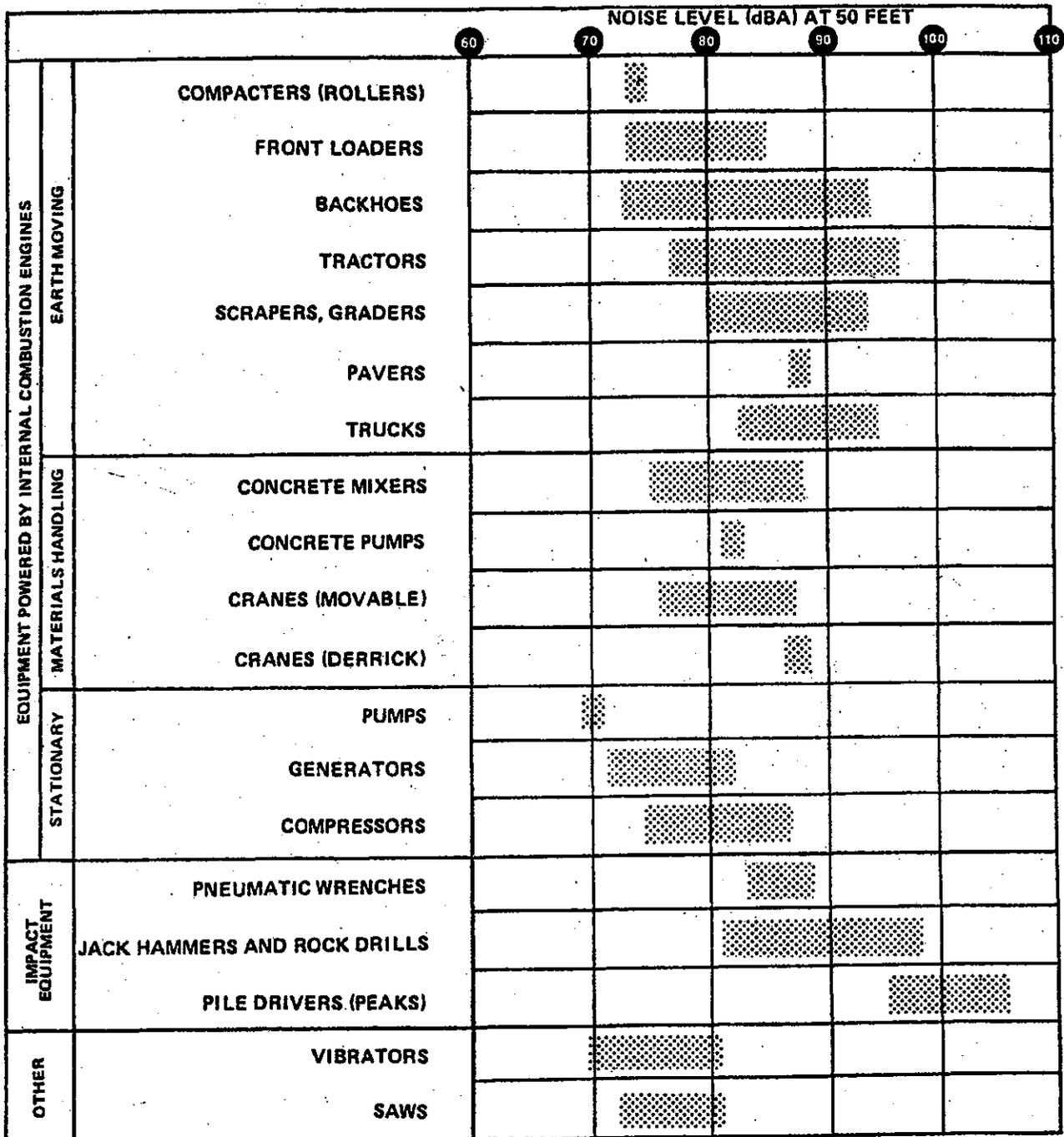
Short-term noise impacts associated with the project would result from temporary construction activities. Potential long-term noise impacts could result from project-related traffic on off-site roads. Also, residences would be exposed to traffic noise along adjacent roadways including South Rose Avenue, East First Street, and South Marquita Street. Lastly, residents may experience noise associated with the proposed public park/athletic field components of the project.

#### **3.1 Construction Noise**

Construction would involve several phases including clearing, grading, foundation construction and finish construction. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed and the condition of the equipment. Based on typical construction operations it is anticipated that during clearing and grading activities the equipment would include scrapers, dozers, water truck, blades and loaders. The maximum noise level ranges for various pieces of construction equipment at a distance of 50 feet are depicted in **Figure 4**.

Construction noise in a well defined area typically attenuates at approximately six dB per doubling of distance. Therefore, at a distance of 100 feet the maximum noise level would be approximately six dB less than indicated in **Figure 4**. This assumes a direct line-of-sight from the receiver to the construction area. Intervening buildings would limit the noise level at some of the adjacent residences to less than its theoretical maximum.

When construction equipment is operating, existing residences immediately south and north of the project site could be disturbed by the activities. Because of the relatively short-term to moderate duration of construction activities, the City's existing restrictions on periods when construction can occur, and the common incorporation of routine construction noise controls, potential noise impacts upon adjacent existing residences are considered adverse, but not significant.



NOTE: Based on limited available data samples.

SOURCE: EPA PB 206717, Environmental Protection Agency, Dec. 31, 1971, "Noise from Construction Equipment & Operations"

The Courts Residential Project Acoustical Evaluation  
**Typical Construction Equipment Noise Generation Levels**

FIGURE  
**4**

## The Courts (Rose at East First) - Acoustical Analysis

In addition, construction activities would also generate short-term traffic as workers, equipment and materials are brought to the site. The daily transportation is expected to cause short-term traffic-related noise increases along the project roadways. However, this traffic would not be a significant percentage of the daily volumes in the area and would not increase the noise levels by more than three dB CNEL. Therefore, the construction-related traffic noise impacts are considered to be less than significant.

### 3.2 Project Related Traffic Noise (Offsite)

The project would increase the traffic volume on several roads including South Marquita Street, East First Street, and South Rose Avenue. The CNEL for the roads was determined based on the traffic volume information prepared for the project (AllianceJB 2006). As compared to the existing noise level, the existing plus project noise level would increase by less than one dB along these roads; the same holds true for the comparison of the future noise levels on these roadways comparing general plan buildout, with and without the project. A plus or minus one dB change is typically within the tolerance limit of traffic noise prediction models. In community noise assessments a one dB increase is not noticeable to the human ear. A noise level increase of up to three dB is generally not considered significant. Typically, a three dB change in community noise is considered a just-noticeable difference. The traffic-related noise level increase attributable to the project, shown in **Table 3**, is considered less than significant on a project-specific and cumulative basis.

| Location                            | Existing CNEL | Existing with Project CNEL | Project Contribution (dB) | 2020 GP Buildout No Project CNEL | 2020 GP Buildout With Project CNEL | Project Contribution <sup>2</sup> (dB) |
|-------------------------------------|---------------|----------------------------|---------------------------|----------------------------------|------------------------------------|--|
| South Rose Ave., 50 Feet from CL    | 74.3          | 74.5                       | +0.2                      | 75.4                             | 75.5                               | +0.1                                   |
| East First Street, 50 Feet from CL  | 65.0          | 65.6                       | +0.6                      | 64.7                             | 65.4                               | +0.7                                   |
| South Marquita Dr., 50 Feet from CL | 61.7          | 62.0                       | +0.3                      | 62.6                             | 62.9                               | +0.3                                   |

- Notes:**
- 1 Existing vs. Existing Plus Project
  - 2 General Plan Buildout vs. General Plan Buildout with Project.

The noise levels in the table are rounded to the nearest one-tenth of a dB which is beyond the accuracy limits of traffic noise models. However, these values are shown for comparison purposes.

## **The Courts (Rose at East First) - Acoustical Analysis**

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### **3.3 Traffic Noise from Adjacent Off-Site Roadways**

#### ***Traffic Noise Modeling***

The Caltrans' Sound 32 model was used to determine future traffic noise levels along South Marquita Street, East First Street, and South Rose Avenue. The modeled existing and future traffic speed was 30 mph along Marquita Street, 35 mph along East First Street, and 45 mph along South Rose Avenue; these are the posted speed limits for these facilities and they are constructed at full design standards. The percentage of total traffic volumes attributable to medium and heavy trucks was assigned individually per roadway, based upon input from the traffic engineer (Jim Bięga, AllianceJB, 2006). For South Marquita Street, heavy trucks were modeled to account for one percent of the traffic volume, while medium trucks were modeled at two percent of the total vehicle composition. For East First Street, heavy trucks were modeled to account for two percent of the traffic volume, while medium trucks were modeled at four percent of the total vehicle composition. For South Rose Avenue, heavy trucks were modeled to account for five percent of the traffic volume, while medium trucks were modeled at three percent of the total vehicle composition.

South Rose Avenue is classified as a Secondary Arterial in the City's Circulation Element and will continue to be one of the primary noise sources at the project site in the future. In the year 2020 (at current General Plan build-out), South Rose Avenue north of East First Street will carry approximately 44,640 ADT (AllianceJB, 2006) including project traffic contribution.

East First Street is classified as a Local Arterial in the City's Circulation Element and will continue to be one of the primary noise sources at the project site in the future. In the year 2020, East First Street west of South Rose Avenue will carry approximately 5,900 ADT (AllianceJB, 2006) including project traffic contribution.

South Marquita Street is a residential collector road that will have a General Plan buildout (i.e., year 2020) traffic volume of approximately 2,720 (AllianceJB, 2006) including project traffic contribution.

#### ***Exterior Noise Impact***

Steadfast Residential Development LLC, the project sponsor, provided Dudek with a Site Plan & Preliminary Landscape Plan from Summers/Murphy & Partners, Inc. (5/24/06) that illustrates the proposed site configuration and distribution of housing products. Steadfast Residential Development, LLC also provided more detailed design information for each of the housing types. The following discussion provides a description of the proposed exterior living areas by housing type, and the analysis of future predicted noise levels within the exterior living spaces.

## **The Courts (Rose at East First) - Acoustical Analysis**

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### **Affordable Apartments**

The report appendix contains the site plan, floor plan, and elevations for the two apartment building types (Affordable and Non Profit Apartments, Thomas Cook Architects, 5/24/06). The site plan for the apartment structures in each case includes a u-shaped building, with interior ground-level courtyard. The courtyard is intended to provide the primary exterior living space for the apartment structure, while selected units also have upper-level balcony elements situated in the courtyard. Dudek modeled the noise level within the courtyards for two representative apartment structures, from future traffic volumes along East First Street and South Rose Avenue.

For the proposed apartment structure at the corner of South Marquita Street and East First Street (which uses the floor plan of "Non Profit Apartment, Building Type 2"), the future sound levels from traffic noise were calculated to range up to 62 dB CNEL within the courtyard area. Because proposed balconies on upper floors would be situated within the courtyard area of the structure, future sound levels for the proposed balconies would also range up to a maximum of 62 dB CNEL. Thus, the exterior living area provided for the apartment structures of Building Type 2 (i.e., the ground-level courtyards and upper level balconies within the courtyard) would meet the exterior noise criterion of 65 dB CNEL without the need for project mitigation

For the proposed apartment structure at the corner of South Rose Avenue and East First Street (which uses the floor plan of "Affordable Apartment, Building Type 1"), the future sound levels from traffic noise were also calculated to range up to 62 dB CNEL within the courtyard area. Because proposed balconies on upper floors for this building type would also be situated within the courtyard area of the structure, future sound levels for the proposed balconies would range up to a maximum of 62 dB CNEL. Thus, the exterior living area provided for the apartment structures of Building Type 1 (i.e., the ground-level courtyards and upper level balconies in the courtyard) would meet the exterior noise criterion of 65 dB CNEL without the need for project mitigation.

### **Single Family (For Sale) Residences**

Site plans, street sections, elevations, and floor plans provided by Steadfast Residential Development, LLC for the single family homes (Daniellian Associates, for Fieldstone, 4/12/06) can be found in the report appendix. The representative single family home product has vehicle access from a service alley, and the front pedestrian entrance oriented to a public street (such as East First Street). Exterior living areas include a ground-level yard running between adjacent residences, a second-floor deck facing the front of the house, and a second-floor deck facing the rear of the house (above the guest parking space carport). Please refer to the Daniellian Associates plans for these living spaces.

## **The Courts (Rose at East First) - Acoustical Analysis**

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South Rose Avenue is a major contributor to the noise environment at the site. The closest single family homes within the project to South Rose Avenue would be a row of lots just opposite the proposed soccer field. Exterior noise levels along the northern and eastern boundary of this group of single family lots is calculated to range up to 64 dB CNEL, which is within the City's adopted exterior noise criteria of 65 dB CNEL. No mitigation would be required to address proposed exterior living spaces of the single family lots in this group.

Near the center of the East First Street frontage of the project, there is a proposed group of single family homes. Dudek evaluated the second floor deck facing East First Street and the side yard living area. The rear second floor deck is shielded by the building mass and is also a sufficient distance from East First Street to avoid elevated traffic noise. For the proposed side-yard area, the future sound levels from traffic noise were calculated to range up to 65 dB CNEL. For the second floor deck area facing East First Street, sound levels from traffic noise were calculated to range up to 68 dB CNEL. The second floor deck elements of the single family homes immediately adjacent to East First Street would, therefore, experience a significant noise impact unless mitigation measures are incorporated.

Steadfast Residential Development, LLC has indicated the floor plan / site layout for the single family residential product could be subject to revision or modification during finalization. For the single family lots immediately adjacent to East First Street, similar mitigation would be required if there is a second floor balcony or deck element directly facing East First Street, and with a similar setback distance as the representative site layout. Substantial changes to the site layout should be addressed with a site-specific noise evaluation during the building permit review phase for future development.

### Townhomes

Site plan, floor plans, and elevations for the townhome product of the project were furnished by Steadfast Residential Development, LLC (Thomas Cook Architects, 5/24/06) and may be found in the report appendix. Exterior living area for the townhomes is provided as a second-floor terrace that is recessed into the building face. Dudek evaluated the future exterior noise level for the one row of town homes fronting on East First Street. As designed, the future noise level within the second-floor terrace area from traffic along East First Street is calculated to range up to 64 dB CNEL, which is within the City's adopted exterior noise criteria of 65 dB CNEL. No mitigation would be required to address proposed exterior living spaces of the townhomes.

### **3.4 Neighborhood Park / Soccer Field Noise**

A public soccer field would be located along approximately 80% of the project's South Rose Avenue frontage. The soccer field would be located north of the easterly extension of the

## **The Courts (Rose at East First) - Acoustical Analysis**

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Affordable Apartments component (Lot 7 of the TTM), and east of Phase III of the detached single family homes component of the project (Lot 6 of the TTM). The neighborhood park component would be within the Phase I Non-Profit component (affordable residences, Lot 1 of the TTM), to the northwest, and across an internal street from, Phase 1 and 2 of the detached single family homes (refer to *Figure 3*). The proposed park/ soccer complex would not be illuminated and would be utilized only during "dusk to dawn" hours, consistent with existing City park operations. Outdoor recreation activities can affect the surrounding land uses with respect to recreation-related noise generation.

At any one location, the hourly average sound level associated with recreation activities is difficult to predict due to the many variables involved. These factors include the location and number of participants and spectators, as well as the amount and level of conversation and cheering.

Because the neighborhood park component is not intended or designed for any particular organized sporting events, it is assumed only informal sporting use, passive recreation, and picnic-style gatherings would occur in the park. Park facilities of this type generally do not produce substantial noise effects upon the surrounding neighborhood.

The proposal includes one soccer field to be located between South Rose Avenue and Lots 6 and 7 of the TTM for The Courts (For Sale Phase III and Affordable Apartments). Organized soccer events would have noise from players, as well as spectator noise associated with clapping and cheering. Some people living closest to the soccer fields may experience temporary elevated noise levels during soccer events, and some residents may consider these noise events to be a nuisance. Therefore, to minimize potential noise nuisance occurrences from soccer events, a sound wall has been recommended for the soccer field.

### **3.5 Interior Noise**

The City requires that interior noise levels not exceed a CNEL of 45 dB. Typically, with the windows open, building shells provide approximately 15 dB of noise reduction. Therefore, rooms exposed to an exterior CNEL greater than 60 dB could result in an interior CNEL greater than 45 dB. The exterior noise level would exceed 60 dB CNEL for residences immediately adjacent to South Marquita Street, East First Street, South Rose Avenue, along the northern boundary of For Sale Phase II, and along the North and East boundary of For Sale Phase III (refer to *Figure 3*). Thus, mitigation to address interior noise would be required for these lots.

## **The Courts (Rose at East First) - Acoustical Analysis**

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### **4.0 MITIGATION**

#### **4.1 Required Mitigation**

The following mitigation measures are required to be incorporated, in order to reduce identified potentially significant noise impacts of the project.

##### ***Exterior Noise Mitigation***

Traffic noise associated with project plus Year 2020 general plan build out traffic volumes along East First Street adjacent to the project site would result in exterior noise levels in excess of 65 dB CNEL within the second floor deck elements facing East First Street, for single family homes immediately adjacent to East First Street. The following mitigation would be required:

- The East First Street facing second floor deck of the single family residences immediately adjacent to East First Street shall include a perimeter soundwall of not less than 5 feet in height, measured from the floor elevation of the deck. This sound wall would achieve sound levels at or below the 65 dB CNEL criterion within the proposed deck area. The materials used in the construction of the sound wall are required to have a minimum surface density of 3.5 pounds per square foot. They may consist of masonry material, plexiglass, tempered glass, or a combination of these materials. The barriers must be designed so there are no openings or cracks.

##### ***Interior Noise***

Exterior noise levels from future traffic volumes on adjacent roadways would exceed 60 dB CNEL within certain of the proposed residential lots, leading to a potential to exceed the established interior noise criterion within future homes on these lots. The following mitigation is required to address potentially significant interior noise impacts.

- An interior noise study would be required prior to issuance of building permits for residential structures on lots immediately adjacent to South Rose Avenue, East First Street, South Marquita Street, and along the eastern boundary of For Sale Phase III components (Lot 6 of the TTM) to ensure that the interior noise levels would not exceed a CNEL of 45 dB. The homes on these lots would most likely require air-conditioning or mechanical ventilation so that the windows could be closed at the occupant's discretion. Sound-rated windows may also be required.

## **The Courts (Rose at East First) - Acoustical Analysis**

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### **4.2 Recommended Mitigation**

The following mitigation measure is *recommended* only, in order to minimize already non-significant noise impacts of the project.

#### ***Exterior Noise – Soccer Field***

Some residential portions of the project could experience nuisance noise at insignificant levels, while the adjacent soccer field is in use. The following mitigation measure is recommended to minimize impacts from soccer field activity noise.

- A minimum 5-foot high sound wall should be constructed along the western and southern boundary of the soccer field.

### **5.0 UNAVOIDABLE SIGNIFICANT NOISE IMPACTS**

No unavoidable on-site or off-site noise impacts associated with the project are anticipated with the implementation of the required and recommended mitigation measures. Implementation of the proposed mitigation measures would reduce all identified noise impacts to a less than significant level.

## **The Courts (Rose at East First) - Acoustical Analysis**

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### **6.0 REFERENCES**

AllianceJB, March 31, 2006. *The Courts Site Specific Traffic Impact Study.*

California Department of Transportation (Caltrans), June 1983. *User's Instructions for SOUND32 (FHWA/CA-83/06).*

California Department of Transportation (Caltrans), 1987. *California Vehicle Noise Emission Levels, (FHWA/CA/TL-87/03).*

City of Oxnard, February 1995. *Threshold Guidelines Initial Study Assessment.*

City of Oxnard, September 27, 2005. *City of Oxnard Ordinance No. 2702, Section 19.60.*

Daniellian Associates, 4/12/06, *Single Family Home Layouts for The Courts*

Summers/Murphy & Partners, Inc. 5/24/06, *Site Plan & Preliminary Landscape Plan for The Courts*

Thomas Cook Architects, 5/24/06, *Site Plans, Floor Plans, and Elevations for The Courts*

**ATTACHMENT 1**

*Definitions*

## **ATTACHMENT 1 DEFINITIONS**

| <b>Term</b>                            | <b>Definition</b>   |
|--|---|
| Ambient Noise Level                    | The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.  |
| A-Weighted Sound Level, dBA            | The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. |
| Community Noise Equivalent Level, CNEL | CNEL is the average equivalent A-weighted sound level during a 24-hour day. CNEL accounts for the increased noise sensitivity during the nighttime (10 PM to 7AM) and evening (7 PM to 10 PM) by adding ten dB to the sound levels at night and five dB to the sound levels during the evening.                                       |
| Decibel, dB                            | A unit for measuring sound pressure level and is equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micropascals.  |
| Maximum A-weighted Sound Level, Lmax   | The greatest sound level measured on a sound level meter during a designated time interval or event.  |
| Time-Average Sound Level, TAV          | The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. TAV is designed to average all of the loud and quiet sound levels occurring over a time period.   |

**ATTACHMENT 2**

***Sound32 Modeling Results***

the\_courts\_rev\_exist\_input  
 \*\*\*\* Sound 2000 (Caltrans Version of Stamina2/Optima) \*\*\*\*

INPUT DATA FILE : P:\300.Environmental\Noise  
 Studies\Steadfast\5104\_The\_Courts.ext.s32  
 DATE : 6/23/2006

STEADFAST: THE COURTS, OXNARD - EXISTING

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TRAFFIC DATA

| LANE NO. | AUTO |     | MEDIUM TRKS |     | HEAVY TRKS |     | DESCRIPTION           |
|----------|------|-----|-------------|-----|------------|-----|-----------------------|
|          | VPH  | MPH | VPH         | MPH | VPH        | MPH |                       |
| 1        | 100  | 30  | 2           | 30  | 1          | 30  | SOUTHBOUND LANE       |
| 2        | 100  | 30  | 2           | 30  | 1          | 30  | NORTHBOUND LANE       |
| 3        | 252  | 35  | 11          | 35  | 5          | 35  | EASTBOUND LANE        |
| 4        | 252  | 35  | 11          | 35  | 5          | 35  | WEST BOUND LANE       |
| 5        | 1553 | 45  | 51          | 45  | 84         | 45  | SOUTHBOUND LANE GROUP |
| 6        | 1553 | 45  | 51          | 45  | 84         | 45  | NORTHBOUND LANES      |

=====

LANE DATA

| LANE NO. | SEG. NO. | GRADE COR. | X      | Y      | Z   | SEGMENT DESCRIPTION | LANE DESCRIPTION    |
|----------|----------|------------|--------|--------|-----|---------------------|---------------------|
| 1        | 1        | N          | 14.0   | 600.0  | 0.0 |                     | SOUTH MARQUITA SB   |
|          | 2        | N          | 14.0   | 300.0  | 0.0 |                     |                     |
|          | 3        | N          | 14.0   | 0.0    | 0.0 |                     |                     |
| 2        | 1        | N          | 14.0   | -300.0 | 0.0 |                     | SOUTH MARQUITA - NB |
|          | 2        | N          | 26.0   | 600.0  | 0.0 | NORTH END           |                     |
|          | 3        | N          | 26.0   | 300.0  | 0.0 |                     |                     |
| 3        | 1        | N          | 26.0   | 0.0    | 0.0 |                     | EAST FIRST STREET   |
|          | 2        | N          | 26.0   | -300.0 | 0.0 | WEST END            |                     |
|          | 3        | N          | -500.0 | 14.0   | 0.0 |                     |                     |
| EB       | 2        | N          | -300.0 | 14.0   | 0.0 |                     | EAST FIRST STREET   |
|          | 3        | N          | 0.0    | 14.0   | 0.0 |                     |                     |
|          | 4        | N          | 300.0  | 14.0   | 0.0 |                     |                     |
|          | 5        | N          | 600.0  | 14.0   | 0.0 |                     |                     |
|          | 6        | N          | 900.0  | 14.0   | 0.0 |                     |                     |
|          | 7        | N          | 1200.0 | 14.0   | 0.0 |                     |                     |
|          | 8        | N          | 1500.0 | 14.0   | 0.0 |                     |                     |
|          | 8        | N          | 2000.0 | 14.0   | 0.0 | East End            |                     |
| WB       | 1        | N          | -500.0 | 26.0   | 0.0 | WEST END            | EAST FIRST STREET   |
|          | 2        | N          | -300.0 | 26.0   | 0.0 |                     |                     |
|          | 3        | N          | 0.0    | 26.0   | 0.0 |                     |                     |
|          | 4        | N          | 300.0  | 26.0   | 0.0 |                     |                     |
|          | 5        | N          | 600.0  | 26.0   | 0.0 |                     |                     |
|          | 6        | N          | 900.0  | 26.0   | 0.0 |                     |                     |
|          | 7        | N          | 1200.0 | 26.0   | 0.0 |                     |                     |
|          | 8        | N          | 1500.0 | 26.0   | 0.0 |                     |                     |
| 5        | 1        | N          | 2000.0 | 14.0   | 0.0 | East End            | SOUTH ROSE AVENUE   |
|          | 1        | N          | 1980.0 | 1200.0 | 0.0 | NORTH END           |                     |
|          | 2        | N          | 1980.0 | 900.0  | 0.0 |                     |                     |
|          | 3        | N          | 1980.0 | 600.0  | 0.0 |                     |                     |
|          | 4        | N          | 1980.0 | 300.0  | 0.0 |                     |                     |
| SB       | 5        | N          | 1980.0 | 0.0    | 0.0 |                     | South End           |
|          | 5        | N          | 1980.0 | -300.0 | 0.0 |                     |                     |
|          | 5        | N          | 1980.0 | -300.0 | 0.0 |                     |                     |

|    |     | the_courts_rev_exist_input |        |     |           |                   |
|----|-----|----------------------------|--------|-----|-----------|-------------------|
| 6  | 1 N | 2020.0                     | 1200.0 | 0.0 | NORTH END | SOUTH ROSE AVENUE |
| NB | 2 N | 2020.0                     | 900.0  | 0.0 |           |                   |
|    | 3 N | 2020.0                     | 600.0  | 0.0 |           |                   |
|    | 4 N | 2020.0                     | 300.0  | 0.0 |           |                   |
|    | 5 N | 2020.0                     | 0.0    | 0.0 |           |                   |
|    |     | 2020.0                     | -300.0 | 0.0 | South End |                   |

RECEIVER DATA

| REC NO. | X      | Y     | Z   | ID |
|---------|--------|-------|-----|----|
| 1       | -6.0   | 280.0 | 5.0 | M1 |
| 2       | 450.0  | 54.0  | 5.0 | M2 |
| 3       | 2072.0 | 350.0 | 7.0 | M3 |

DROP-OFF RATES

| LANE No. | RECEIVER NO. |     |     |
|----------|--------------|-----|-----|
|          | 1            | 2   | 3   |
| 1        | 3.0          | 3.0 | 3.0 |
| 2        | 3.0          | 3.0 | 3.0 |
| 3        | 3.0          | 3.0 | 3.0 |
| 4        | 3.0          | 3.0 | 3.0 |
| 5        | 3.0          | 3.0 | 3.0 |
| 6        | 3.0          | 3.0 | 3.0 |

SOUND32 - RELEASE 07/30/91, <sup>the\_courts\_rev\_existing</sup> MODIFIED 04/22/00

TITLE:  
STEADFAST: THE COURTS, OXNARD - EXISTING

BASED ON FHWA-RD-108 AND  
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

| RECEIVER | LEQ  |
|----------|------|
| M1       | 62.7 |
| M2       | 66.6 |
| M3       | 74.5 |

the\_courts\_rev\_future\_input  
 \*\*\*\* Sound 2000 (Caltrans Version of Stamina2/Optima) \*\*\*\*

INPUT DATA FILE : P:\300.Environmental\Noise  
 Studies\Steadfast\5104\_The\_Courts\_rev.fut.s32  
 DATE : 6/23/2006

STEADFAST: THE COURTS, OXNARD - FUTURE

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TRAFFIC DATA

| LANE NO. | AUTO |     | MEDIUM TRKS |     | HEAVY TRKS |     | DESCRIPTION           |
|----------|------|-----|-------------|-----|------------|-----|-----------------------|
|          | VPH  | MPH | VPH         | MPH | VPH        | MPH |                       |
| 1        | 133  | 30  | 2           | 30  | 1          | 30  | SOUTHBOUND LANE       |
| 2        | 133  | 30  | 2           | 30  | 1          | 30  | NORTHBOUND LANE       |
| 3        | 277  | 35  | 12          | 35  | 6          | 35  | EASTBOUND LANE        |
| 4        | 277  | 35  | 12          | 35  | 6          | 35  | WEST BOUND LANE       |
| 5        | 2053 | 45  | 67          | 45  | 112        | 45  | SOUTHBOUND LANE GROUP |
| 6        | 2053 | 45  | 67          | 45  | 112        | 45  | NORTHBOUND LANES      |

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LANE DATA

| LANE NO. | SEG. NO. | GRADE COR. | X      | Y      | Z   | SEGMENT DESCRIPTION | LANE DESCRIPTION    |
|----------|----------|------------|--------|--------|-----|---------------------|---------------------|
|          |          |            |        |        |     |                     |                     |
| 1        | 1        | N          | 14.0   | 600.0  | 0.0 |                     | SOUTH MARQUITA SB   |
|          | 2        | N          | 14.0   | 300.0  | 0.0 |                     |                     |
|          | 3        | N          | 14.0   | 0.0    | 0.0 |                     |                     |
| 2        | 1        | N          | 26.0   | 600.0  | 0.0 | NORTH END           | SOUTH MARQUITA - NB |
|          | 2        | N          | 26.0   | 300.0  | 0.0 |                     |                     |
|          | 3        | N          | 26.0   | 0.0    | 0.0 |                     |                     |
| 3<br>EB  | 1        | N          | 26.0   | -300.0 | 0.0 | WEST END            | EAST FIRST STREET   |
|          | 2        | N          | -500.0 | 14.0   | 0.0 |                     |                     |
|          | 3        | N          | -300.0 | 14.0   | 0.0 |                     |                     |
|          | 4        | N          | 0.0    | 14.0   | 0.0 |                     |                     |
|          | 5        | N          | 300.0  | 14.0   | 0.0 |                     |                     |
|          | 6        | N          | 600.0  | 14.0   | 0.0 |                     |                     |
|          | 7        | N          | 900.0  | 14.0   | 0.0 |                     |                     |
|          | 8        | N          | 1200.0 | 14.0   | 0.0 |                     |                     |
| 4<br>WB  | 1        | N          | 1500.0 | 14.0   | 0.0 | EAST END            | EAST FIRST STREET   |
|          | 2        | N          | 2000.0 | 14.0   | 0.0 | WEST END            |                     |
|          | 3        | N          | -500.0 | 26.0   | 0.0 |                     |                     |
|          | 4        | N          | -300.0 | 26.0   | 0.0 |                     |                     |
|          | 5        | N          | 0.0    | 26.0   | 0.0 |                     |                     |
|          | 6        | N          | 300.0  | 26.0   | 0.0 |                     |                     |
|          | 7        | N          | 600.0  | 26.0   | 0.0 |                     |                     |
|          | 8        | N          | 900.0  | 26.0   | 0.0 |                     |                     |
| 5<br>SB  | 1        | N          | 1200.0 | 26.0   | 0.0 | EAST END            | SOUTH ROSE AVENUE   |
|          | 2        | N          | 1500.0 | 26.0   | 0.0 | NORTH END           |                     |
|          | 3        | N          | 1980.0 | 1200.0 | 0.0 |                     |                     |
|          | 4        | N          | 1980.0 | 900.0  | 0.0 |                     |                     |
|          | 5        | N          | 1980.0 | 600.0  | 0.0 |                     |                     |
|          | 1        | N          | 1980.0 | 300.0  | 0.0 |                     | SOUTH END           |
|          | 2        | N          | 1980.0 | 0.0    | 0.0 |                     |                     |
|          | 3        | N          | 1980.0 | 0.0    | 0.0 |                     |                     |
|          | 4        | N          | 1980.0 | 0.0    | 0.0 |                     |                     |
|          | 5        | N          | 1980.0 | -300.0 | 0.0 |                     |                     |

|    |     | the_courts_rev_future_input |        |     |           |                   |
|----|-----|-----------------------------|--------|-----|-----------|-------------------|
| 6  | 1 N | 2020.0                      | 1200.0 | 0.0 | NORTH END | SOUTH ROSE AVENUE |
| NB | 2 N | 2020.0                      | 900.0  | 0.0 |           |                   |
|    | 3 N | 2020.0                      | 600.0  | 0.0 |           |                   |
|    | 4 N | 2020.0                      | 300.0  | 0.0 |           |                   |
|    | 5 N | 2020.0                      | 0.0    | 0.0 |           |                   |
|    |     | 2020.0                      | -300.0 | 0.0 | SOUTH END |                   |

**BARRIER DATA**

Barrier No. 1 Barrier Description: LEASING OFFICE - APARTMENTS  
Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

| SEG | X      | Y     | GROUND (ZO) | TOP (Z) | BARRIER HEIGHTS AT ENDS |   |    |
|-----|--------|-------|-------------|---------|-------------------------|---|----|
| 1   | 1765.0 | 195.0 | 0.0         | 15.0    | B1 P1                   | * | 15 |
| 2   | 1765.0 | 255.0 | 0.0         | 15.0    | B1 P2                   | * | 15 |
| 3   | 1735.0 | 255.0 | 0.0         | 15.0    | B1 P3                   | * | 15 |
| 4   | 1735.0 | 235.0 | 0.0         | 15.0    | B1 P4                   | * | 15 |
| 5   | 1715.0 | 235.0 | 0.0         | 15.0    | B1 P5                   | * | 15 |
| 6   | 1715.0 | 195.0 | 0.0         | 15.0    | B1 P6                   | * | 15 |
|     | 1765.0 | 195.0 | 0.0         | 15.0    | B1 P7                   | * | 15 |

Barrier No. 2 Barrier Description: APARTMENT BUILDING ONE Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

| SEG | X      | Y     | GROUND (ZO) | TOP (Z) | BARRIER HEIGHTS AT ENDS |   |    |
|-----|--------|-------|-------------|---------|-------------------------|---|----|
| 1   | 1835.0 | 65.0  | 0.0         | 30.0    | B2 P1                   | * | 30 |
| 2   | 1835.0 | 135.0 | 0.0         | 30.0    | B2 P2                   | * | 30 |
| 3   | 1705.0 | 135.0 | 0.0         | 30.0    | B2 P3                   | * | 30 |
| 4   | 1705.0 | 65.0  | 0.0         | 30.0    | B2 P4                   | * | 30 |
| 5   | 1735.0 | 65.0  | 0.0         | 30.0    | B2 P5                   | * | 30 |
| 6   | 1735.0 | 75.0  | 0.0         | 30.0    | B2 P6                   | * | 30 |
| 7   | 1760.0 | 75.0  | 0.0         | 30.0    | B2 P7                   | * | 30 |
| 8   | 1760.0 | 110.0 | 0.0         | 30.0    | B2 P8                   | * | 30 |
| 9   | 1780.0 | 110.0 | 0.0         | 30.0    | B2 P9                   | * | 30 |
| 10  | 1780.0 | 65.0  | 0.0         | 30.0    | B2 P10                  | * | 30 |
|     | 1835.0 | 65.0  | 0.0         | 30.0    | B2 P11                  | * | 30 |

Barrier No. 3 Barrier Description: APARTMENT BUILDING 2 Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

| SEG | X      | Y     | GROUND (ZO) | TOP (Z) | BARRIER HEIGHTS AT ENDS |   |    |
|-----|--------|-------|-------------|---------|-------------------------|---|----|
| 1   | 1435.0 | 65.0  | 0.0         | 30.0    | B3 P1                   | * | 30 |
| 2   | 1435.0 | 135.0 | 0.0         | 30.0    | B3 P2                   | * | 30 |
| 3   | 1305.0 | 135.0 | 0.0         | 30.0    | B3 P3                   | * | 30 |
| 4   | 1305.0 | 65.0  | 0.0         | 30.0    | B3 P4                   | * | 30 |
| 5   | 1335.0 | 65.0  | 0.0         | 30.0    | B3 P5                   | * | 30 |

| the_courts_rev_future_input |        |       |     |      |        |   |    |
|-----------------------------|--------|-------|-----|------|--------|---|----|
| 6                           | 1335.0 | 75.0  | 0.0 | 30.0 | B3 P6  | * | 30 |
| 7                           | 1360.0 | 75.0  | 0.0 | 30.0 | B3 P7  | * | 30 |
| 8                           | 1360.0 | 110.0 | 0.0 | 30.0 | B3 P8  | * | 30 |
| 9                           | 1380.0 | 110.0 | 0.0 | 30.0 | B3 P9  | * | 30 |
| 10                          | 1380.0 | 65.0  | 0.0 | 30.0 | B3 P10 | * | 30 |
|                             | 1435.0 | 65.0  | 0.0 | 30.0 | B3 P11 | * | 30 |

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 Barrier No. 4 Barrier Description: SINGLE FAMILY LOT Type: wall Barrier  
 Height Increment (DELZ) = 0 No. Height Changes (P)= 0

| SEG | X      | Y     | GROUND (ZO) | TOP (Z) | BARRIER HEIGHTS AT ENDS |   |    |
|-----|--------|-------|-------------|---------|-------------------------|---|----|
| 1   | 1013.0 | 50.0  | 0.0         | 20.0    | B4 P1                   | * | 20 |
| 2   | 1023.0 | 50.0  | 0.0         | 20.0    | B4 P2                   | * | 20 |
| 3   | 1023.0 | 52.0  | 0.0         | 20.0    | B4 P3                   | * | 20 |
| 4   | 1029.0 | 52.0  | 0.0         | 20.0    | B4 P4                   | * | 20 |
| 5   | 1029.0 | 70.0  | 0.0         | 20.0    | B4 P5                   | * | 20 |
| 6   | 1034.0 | 70.0  | 0.0         | 20.0    | B4 P6                   | * | 20 |
| 7   | 1034.0 | 100.0 | 0.0         | 20.0    | B4 P7                   | * | 20 |
| 8   | 1023.0 | 100.0 | 0.0         | 20.0    | B4 P8                   | * | 20 |
| 9   | 1023.0 | 94.0  | 0.0         | 20.0    | B4 P9                   | * | 20 |
| 10  | 1013.0 | 94.0  | 0.0         | 20.0    | B4 P10                  | * | 20 |
|     | 1013.0 | 50.0  | 0.0         | 20.0    | B4 P11                  | * | 20 |

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 Barrier No. 5 Barrier Description: TOWNHOME Type: wall Barrier  
 Height Increment (DELZ) = 0 No. Height Changes (P)= 0

| SEG | X     | Y     | GROUND (ZO) | TOP (Z) | BARRIER HEIGHTS AT ENDS |   |    |
|-----|-------|-------|-------------|---------|-------------------------|---|----|
| 1   | 650.0 | 75.0  | 0.0         | 13.0    | B5 P1                   | * | 13 |
| 2   | 610.0 | 75.0  | 0.0         | 13.0    | B5 P2                   | * | 13 |
| 3   | 610.0 | 65.0  | 0.0         | 13.0    | B5 P3                   | * | 13 |
| 4   | 505.0 | 65.0  | 0.0         | 13.0    | B5 P4                   | * | 13 |
| 5   | 505.0 | 75.0  | 0.0         | 13.0    | B5 P5                   | * | 13 |
| 6   | 465.0 | 75.0  | 0.0         | 13.0    | B5 P6                   | * | 13 |
| 7   | 465.0 | 115.0 | 0.0         | 13.0    | B5 P7                   | * | 13 |
| 8   | 650.0 | 115.0 | 0.0         | 13.0    | B5 P8                   | * | 13 |
|     | 650.0 | 75.0  | 0.0         | 13.0    | B5 P9                   | * | 13 |

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RECEIVER DATA

| REC NO. | X      | Y     | Z   | ID    |
|---------|--------|-------|-----|-------|
| 1       | -6.0   | 280.0 | 5.0 | M1    |
| 2       | 450.0  | 54.0  | 5.0 | M2    |
| 3       | 2072.0 | 350.0 | 7.0 | M3    |
| 4       | 1725.0 | 400.0 | 5.0 | REC 4 |
| 5       | 1770.0 | 80.0  | 5.0 | REC 5 |
| 6       | 1770.0 | 100.0 | 5.0 | REC 6 |

|    | the_courts_rev_future_input |       |      |                   |
|----|-----------------------------|-------|------|-------------------|
| 7  | 1370.0                      | 80.0  | 5.0  | REC 7             |
| 8  | 1370.0                      | 100.0 | 5.0  | REC 8             |
| 9  | 1025.0                      | 50.0  | 5.0  | FIRST FLOOR PORCH |
| 10 | 1035.0                      | 65.0  | 5.0  | SIDE YARD         |
| 11 | 647.0                       | 78.0  | 15.0 | TOWNHOME TERRACE  |
| 12 | 605.0                       | 68.0  | 15.0 | TWNHM TERR 2      |

DROP-OFF RATES

| LANE<br>No. | RECEIVER NO. |     |     |     |     |     |     |     |     |     |     |     |
|-------------|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|             | 1            | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  |
| 1           | 3.0          | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 2           | 3.0          | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 3           | 3.0          | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 4           | 3.0          | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 5           | 3.0          | 3.0 | 3.0 | 4.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 6           | 3.0          | 3.0 | 3.0 | 4.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

TITLE:  
STEADFAST: THE COURTS, OXNARD - FUTURE

1

BARRIER DATA  
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| BAR<br>ELE | BARRIER HEIGHTS |      |   |   |   |   |   | BAR<br>ID | LENGTH | TYPE |
|------------|-----------------|------|---|---|---|---|---|-----------|--------|------|
|            | 0               | 1    | 2 | 3 | 4 | 5 | 6 |           |        |      |
| 1          | -               | 15.* |   |   |   |   |   | B1 P1     | 60.0   |      |
| 2          | -               | 15.* |   |   |   |   |   | B1 P2     | 30.0   |      |
| 3          | -               | 15.* |   |   |   |   |   | B1 P3     | 20.0   |      |
| 4          | -               | 15.* |   |   |   |   |   | B1 P4     | 20.0   |      |
| 5          | -               | 15.* |   |   |   |   |   | B1 P5     | 40.0   |      |
| 6          | -               | 15.* |   |   |   |   |   | B1 P6     | 50.0   |      |
| 7          | -               | 30.* |   |   |   |   |   | B2 P1     | 70.0   |      |
| 8          | -               | 30.* |   |   |   |   |   | B2 P2     | 130.0  |      |
| 9          | -               | 30.* |   |   |   |   |   | B2 P3     | 70.0   |      |
| 10         | -               | 30.* |   |   |   |   |   | B2 P4     | 30.0   |      |
| 11         | -               | 30.* |   |   |   |   |   | B2 P5     | 10.0   |      |
| 12         | -               | 30.* |   |   |   |   |   | B2 P6     | 25.0   |      |
| 13         | -               | 30.* |   |   |   |   |   | B2 P7     | 35.0   |      |
| 14         | -               | 30.* |   |   |   |   |   | B2 P8     | 20.0   |      |
| 15         | -               | 30.* |   |   |   |   |   | B2 P9     | 45.0   |      |
| 16         | -               | 30.* |   |   |   |   |   | B2 P10    | 55.0   |      |
| 17         | -               | 30.* |   |   |   |   |   | B3 P1     | 70.0   |      |
| 18         | -               | 30.* |   |   |   |   |   | B3 P2     | 130.0  |      |
| 19         | -               | 30.* |   |   |   |   |   | B3 P3     | 70.0   |      |
| 20         | -               | 30.* |   |   |   |   |   | B3 P4     | 30.0   |      |
| 21         | -               | 30.* |   |   |   |   |   | B3 P5     | 10.0   |      |
| 22         | -               | 30.* |   |   |   |   |   | B3 P6     | 25.0   |      |
| 23         | -               | 30.* |   |   |   |   |   | B3 P7     | 35.0   |      |
| 24         | -               | 30.* |   |   |   |   |   | B3 P8     | 20.0   |      |
| 25         | -               | 30.* |   |   |   |   |   | B3 P9     | 45.0   |      |
| 26         | -               | 30.* |   |   |   |   |   | B3 P10    | 55.0   |      |
| 27         | -               | 20.* |   |   |   |   |   | B4 P1     | 10.0   |      |
| 28         | -               | 20.* |   |   |   |   |   | B4 P2     | 2.0    |      |
| 29         | -               | 20.* |   |   |   |   |   | B4 P3     | 6.0    |      |
| 30         | -               | 20.* |   |   |   |   |   | B4 P4     | 18.0   |      |
| 31         | -               | 20.* |   |   |   |   |   | B4 P5     | 5.0    |      |
| 32         | -               | 20.* |   |   |   |   |   | B4 P6     | 30.0   |      |
| 33         | -               | 20.* |   |   |   |   |   | B4 P7     | 11.0   |      |
| 34         | -               | 20.* |   |   |   |   |   | B4 P8     | 6.0    |      |
| 35         | -               | 20.* |   |   |   |   |   | B4 P9     | 10.0   |      |
| 36         | -               | 20.* |   |   |   |   |   | B4 P10    | 44.0   |      |
| 37         | -               | 13.* |   |   |   |   |   | B5 P1     | 40.0   |      |
| 38         | -               | 13.* |   |   |   |   |   | B5 P2     | 10.0   |      |
| 39         | -               | 13.* |   |   |   |   |   | B5 P3     | 105.0  |      |
| 40         | -               | 13.* |   |   |   |   |   | B5 P4     | 10.0   |      |
| 41         | -               | 13.* |   |   |   |   |   | B5 P5     | 40.0   |      |
| 42         | -               | 13.* |   |   |   |   |   | B5 P6     | 40.0   |      |
| 43         | -               | 13.* |   |   |   |   |   | B5 P7     | 185.0  |      |
| 44         | -               | 13.* |   |   |   |   |   | B5 P8     | 40.0   |      |

0 1 2 3 4 5 6 7



**ATTACHMENT 3**

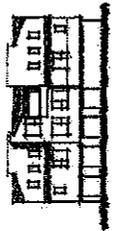
***Representative Design Information  
For Project Housing Types***



Left Side Elevation ④



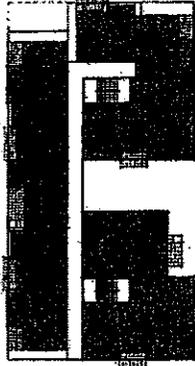
Rear Elevation ③



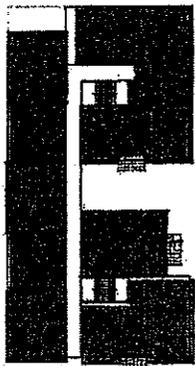
Right Side Elevation ②



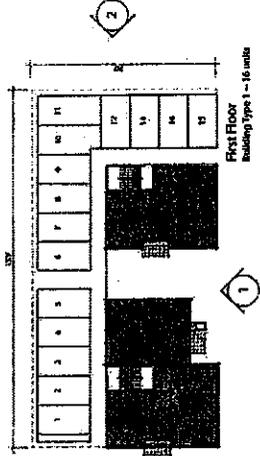
Front Elevation ①



Third Floor



Second Floor



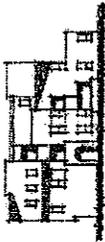
First Floor  
Building type 1 - 16 units



**THE COURTS**  
Oxnard, California

**Affordable Apartments Building Type 1**  
08/24/06 200-076





Left Side Elevation ④



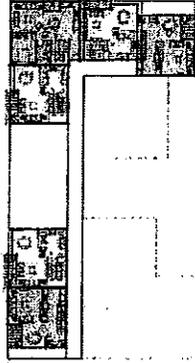
Rear Elevation ③



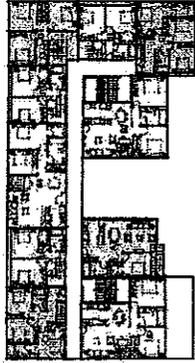
Right Side Elevation ②



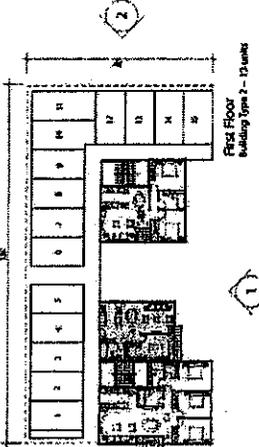
Front Elevation ①



Third Floor



Second Floor

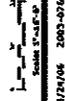


First Floor  
Building Type 2 - 15 units



THE COURTS  
Oxnard, California

Non Profit Apartments Phase 2 Building Type 2



03/24/06 2003-076



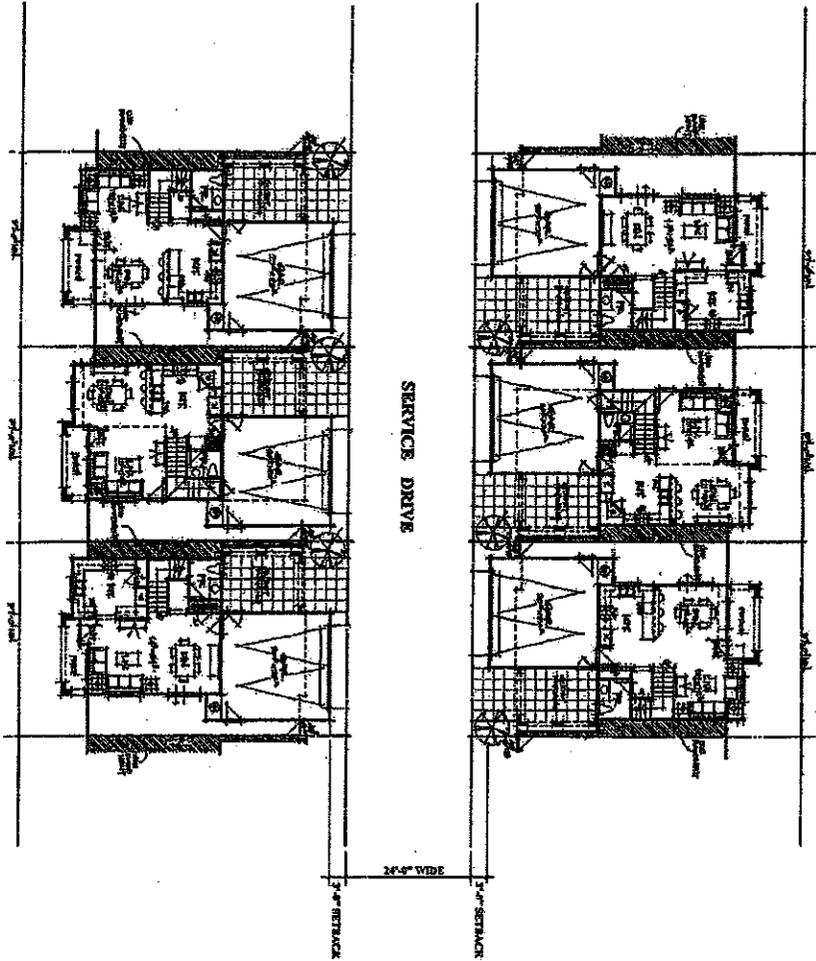
A Tradition of Excellence



### TYPICAL ADJACENT LOT DIAGRAM

### THE COURTS

Oxnard, California



SCALES 1/8"=1'-0"

04/20/78

**DAVIDSON ASSOCIATES ARCHITECTS & PLANNERS**  
 20077 CONVENT DRIVE, SUITE 200, OXNARD, CALIFORNIA 93055  
 PHONE (805) 466-1111 FAX (805) 466-1112



**Discouraged**



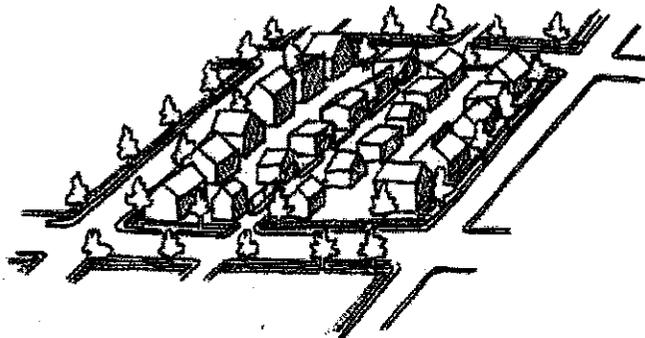
**Acceptable**



**Preferred**

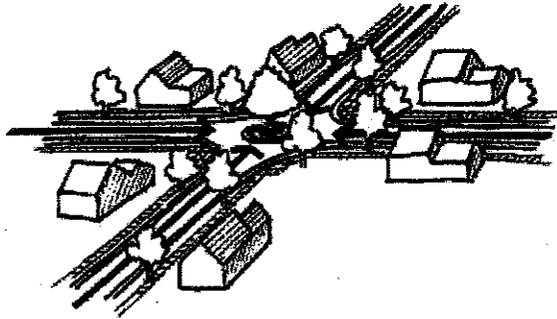


**Preferred**

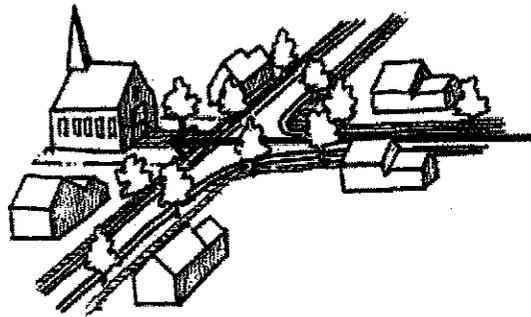


**Figure 24: Garage Design Concepts**

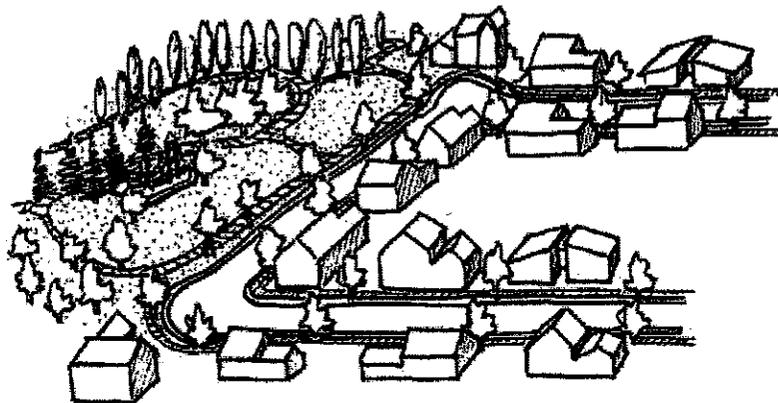
**Focal Point**



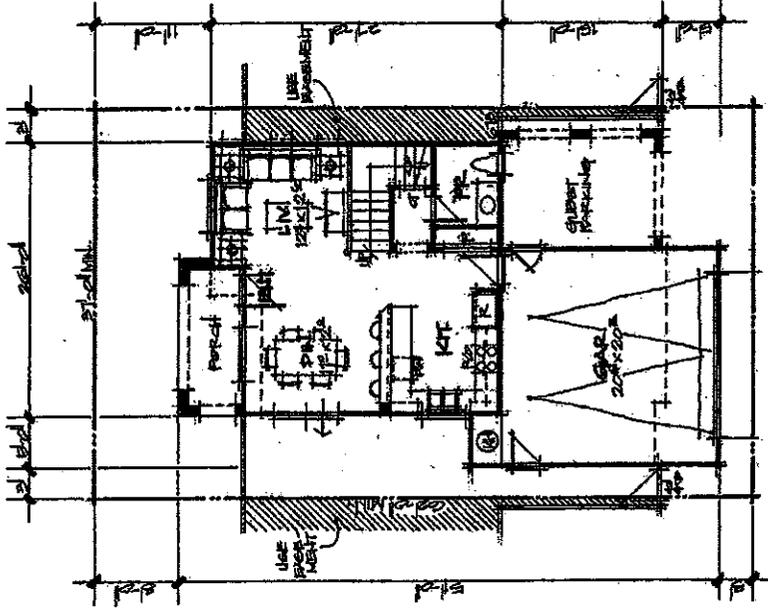
**Visual Terminus**



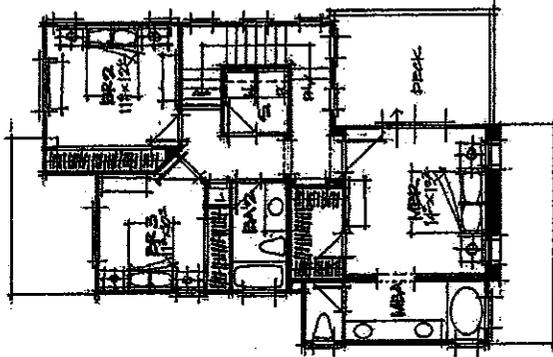
**Window On A Park**



**Figure 26: Creative Street Design Concepts**



FIRST FLOOR

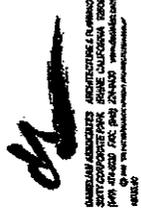


SECOND FLOOR

**PLAN 1**  
1,585 S.F.

**THE COURTS**

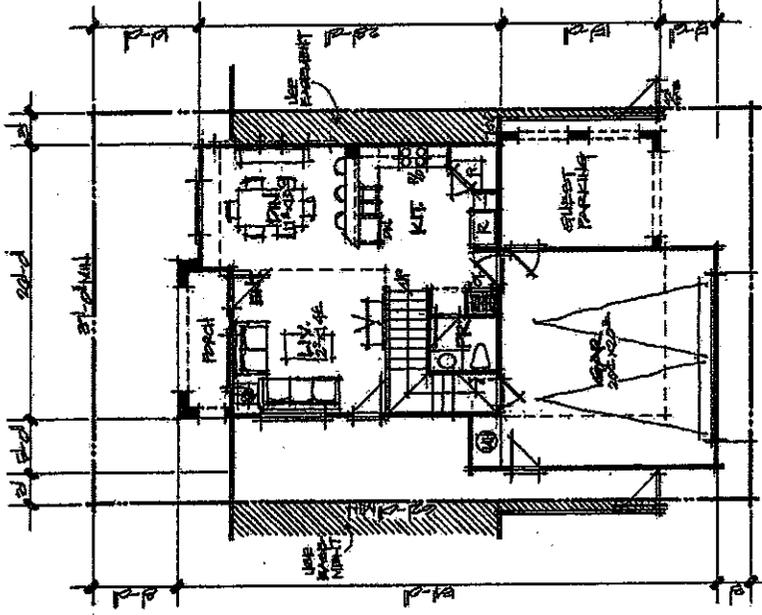
Oxnard, California



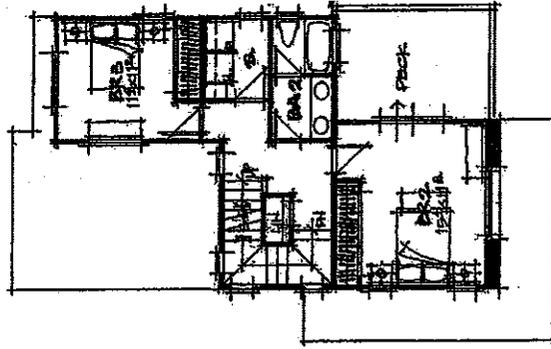
SCALE: 1/4"=1'-0"  
DATE: 04/11/01

**BlackStone**  
A Tradition of Excellence

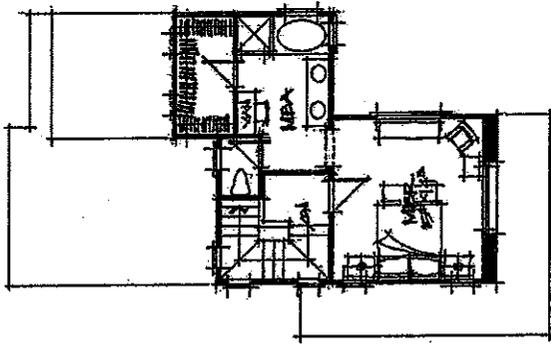
BLACKSTONE ARCHITECTURE, INC.  
1000 WEST 10TH STREET, SUITE 200  
OAKLAND, CALIFORNIA 94612  
TEL: 415.778.8888 FAX: 415.778.8889  
WWW.BLACKSTONEARCHITECT.COM



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

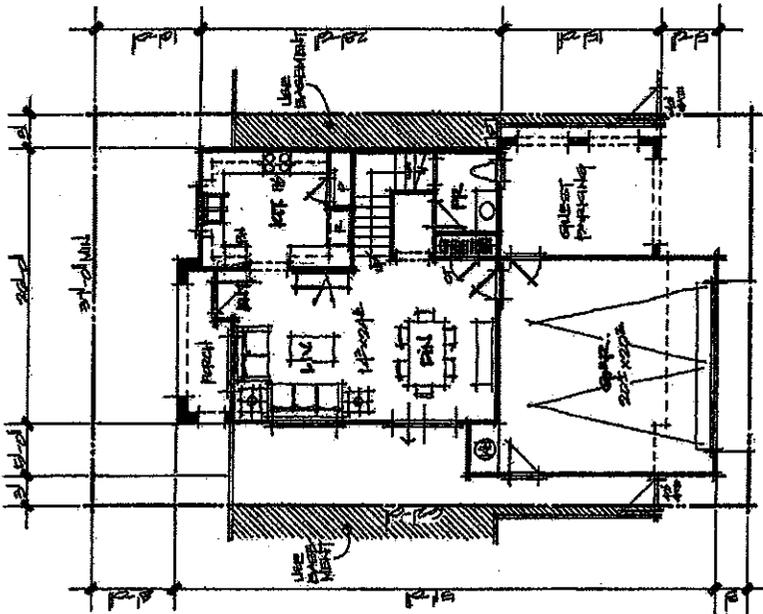
**PLAN 2**  
1,900 S.F.

**THE COURTS**  
Oxnard, California

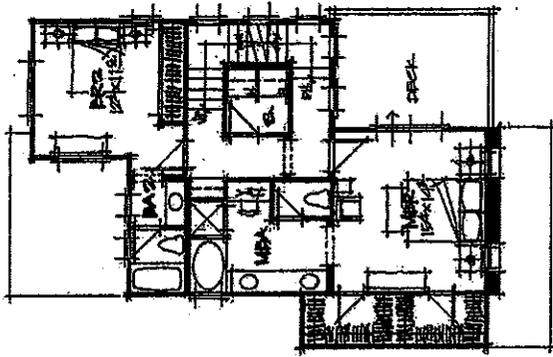


DAVIDSON ASSOCIATES ARCHITECTURE (PLANNING)  
SUNNYVALE, CALIFORNIA  
DATE: 04/12/04  
BY: [Signature]

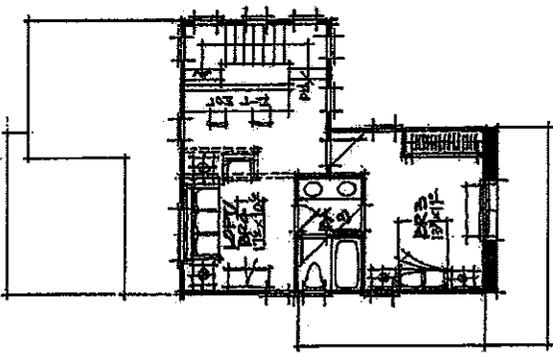
**DAVIDSON**  
A Tradition of Excellence



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

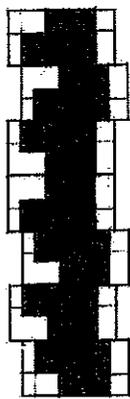
**PLAN 3**  
2,170 S.F.

SCALE: 1/8"=1'-0"

**McAlister**  
ARCHITECTS  
ARCHITECTURE & PLANNING  
1000 S. GARDEN ST., SUITE 200  
OAKLAND, CA 94606  
TEL: 415.764.1100  
WWW.MCALISTERARCHITECTS.COM

**McAlister**  
A Tradition of Excellence

**THE COURTS**  
Oxnard, California



Third Floor



Second Floor



First Floor  
Building Type 1 - 7 Units



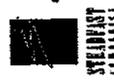
Site Plan

THE COURTS  
Oxnard, California

Townhome Building Type 1

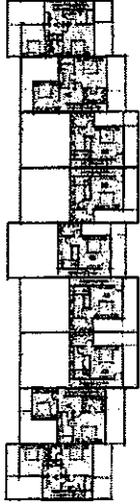
REVISIONS  
DATE  
DESCRIPTION

02/24/06 2005-076





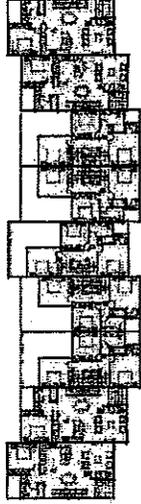
Rear Elevation (3)



Third Floor



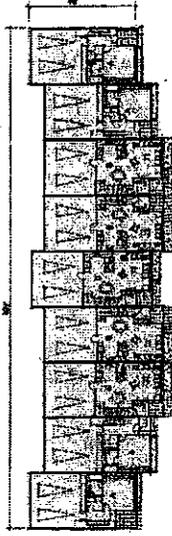
Right Side Elevation (2)



Second Floor



Front Elevation (1)



First Floor  
Building Type 1 - 0 units



**THE COURTS**  
Oxnard, California

**Townhome Building Type 2**

DATE: 04/04 2003-076



**TRAFFIC STUDY EXCERPTS**

(ENTIRE REPORT AVAILABLE FOR REVIEW AT  
CITY PLANNING & ENVIRONMENTAL SERVICES OFFICE)

# Site Specific Traffic Impact Study

## “The Courts” Steadfast Residential Properties City of Oxnard

March 31, 2006

Prepared by:

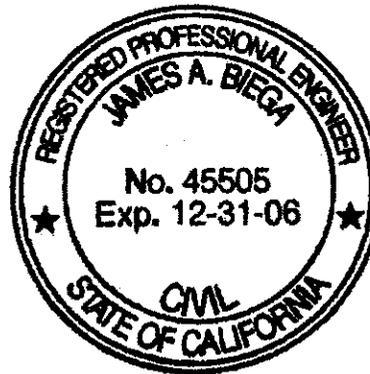
### AllianceJB

Traffic and Transportation  
Planning and Engineering

2566 Pierpont Blvd.  
Ventura, CA 93001  
[www.AllianceJB.com](http://www.AllianceJB.com)



James A. Biega, P.E.  
President, AllianceJB, Inc.



EXECUTIVE SUMMARY

This report presents the results of a Traffic Impact Analysis for the proposed "The Courts" Steadfast Residential Properties development in the City of Oxnard. The project site is bounded by Marquita Street to the west, First Street to the south, Rose Avenue to the east, and existing residential development and a park to the north, and the project proposes to use a phased approach to replace 260 on-site existing public housing units with 260 new public housing units, 99 for-sale homes, 80 apartments, 64 townhomes and a soccer field. This will result in a total of ~~508~~ <sup>505</sup> residential units on the site at completion, for a net increase of ~~243~~ <sup>245</sup> residential units. The total net new trips generated for the proposed project site are estimated to be 153 in the morning peak hour and 203 in the afternoon peak hour. The net new daily trips generated for the proposed project site are estimated to be 2,018 trips per day.

Three of the analyzed intersections currently operate at an unacceptable level of service (D-F) during either the AM or PM peak hours under existing conditions, and there will be five intersections that will operate at an unacceptable level of service (D-F) during either the AM or PM peak hours under existing + approved/pending development conditions.



The project will cause project-specific impacts (as identified by an LOS C, D, E or F change in the V/C ratio of 0.02 or more) at the Rose Avenue/Camino Del Sol intersection and the Rose Avenue/First Street intersection under existing + approved/pending developments + project conditions, which can be mitigated by the following:

- Rose Avenue/Camino Del Sol Intersection - Install a westbound right turn overlap on Camino Del Sol; re-stripe the Camino Del Sol eastbound approach to provide one left lane, two through lanes, and one right lane; and install an eastbound right turn overlap on Camino Del Sol.
- Rose Avenue/ First Street Intersection - Widen the First Street eastbound approach to provide one left lane and one right lane (while ensuring that an appropriate width westbound departure lane is provided on First Street).

The project will cause similar significant project impacts under year 2020 + project conditions, and the above-described improvement measures (without the westbound right turn overlap on Camino Del Sol) will mitigate the project's year 2020 impacts.

The project will not significantly impact adjacent residential neighborhoods.

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- Exhibit 2 - Project Phasing Plan
- Exhibit 3 - Project Trip Generation Table
- Exhibit 4 - Project Traffic Assignment Table

- Exhibit 5 - AM Peak Hour Project-Specific Volumes, Geometrics and LOS by Intersection
- Exhibit 6 - PM Peak Hour Project-Specific Volumes, Geometrics and LOS by Intersection
- Exhibit 7 - AM Peak Hour Project-Specific LOS Evaluations Summary Table
- Exhibit 8 - PM Peak Hour Project-Specific LOS Evaluations Summary Table

- Exhibit 9 - AM Peak Hour Year 2020 LOS Volumes, Geometrics and LOS by Intersection
- Exhibit 10 - PM Peak Hour Year 2020 LOS Volumes, Geometrics and LOS by Intersection
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- Exhibit 12 - PM Peak Hour Year 2020 LOS Evaluations Summary Table

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**TECHNICAL APPENDIX (Compiled Separately)**

- Appendix A -- Intersection LOS Thresholds
- Appendix B -- Traffic Count Data
- Appendix C -- Oxnard Traffic Model Data
- Appendix D -- Localized Intersection Traffic Projection Data
- Appendix E -- AM Peak Hour Project-Specific LOS Calculations
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## INTRODUCTION

This report presents the methodology and findings of a Traffic Impact Analysis for the proposed "The Courts" Steadfast Residential Properties development in the City of Oxnard, California, and is in compliance with the California Environmental Quality Act and City of Oxnard Requirements.

### Purpose and Scope

This analysis addresses project access and internal circulation, existing conditions, existing + approved/pending development conditions (pre-project conditions), and existing + approved/pending + project conditions (post-project conditions), as well as year 2020 conditions and year 2020 + project conditions. The potential effects of project traffic within the adjacent residential neighborhoods are also evaluated.

### Intersections Considered in the Analysis

The list of study intersections was developed in coordination with City of Oxnard staff and in consideration of the City's intersection evaluation guidelines. Twelve existing intersections were selected for analysis (and new traffic count data if needed):

- Colonia Road / Camino Del Sol (new count)
- Marquita Street / Colonia Road (new count)
- Marquita Street / First Street (new count)
- Rose Avenue / Auto Center Drive
- Rose Avenue / US 101 NB Ramps
- Rose Avenue / US 101 SB Ramps
- Rose Avenue / Lockwood Street
- Rose Avenue / Gonzales Road
- Rose Avenue / Camino Del Sol
- Rose Avenue / First Street (new count)
- Rose Avenue / Santa Lucia Street (new count)
- Rose Avenue / Third Street

The three proposed project access intersections were also analyzed.

## PROJECT DESCRIPTION

The project site, as shown in Exhibits 1 and 2, is bounded by Marquita Street to the west, First Street to the south, Rose Avenue to the east, and existing residential development and a park to the north. It is understood that the project proposes to use a phased approach to replace 260 on-site existing public housing units with 260 new public housing units, 99 for-sale homes, 80 apartments, 64 townhomes and a soccer field. This will result in a total of 503 residential units on the site at completion, for a net increase of 243 residential units.

The three proposed primary project access intersections will include a full-access intersection at Marquita Street, a full-access intersection at First Street, and a right-in, right-out, left-in access intersection at Rose Avenue.

### Project Trip Generation

Project Trip Generation was estimated by reviewing various publications, including the Institute of Transportation Engineers (ITE) publication entitled Trip Generation (Seventh Edition). Trip generation estimates were made for project morning and evening inbound and outbound traffic. The estimated trip generation from the existing site was subtracted from that of the proposed project to estimate the incremental net increase in traffic from the project site. The results are

shown in Exhibit 3, which shows a net increase of 2,018 trips on a daily basis, a net increase of 153 trips occurring during the evening AM peak hour and a net increase of 203 trips occurring during the morning PM peak hour.

#### **Project Trip Distribution and Assignment**

Traffic distribution and assignment patterns for the net increase in traffic from the proposed project were developed based on a review of the area-wide traffic circulation system, existing traffic count information, aerial photographs, and the review of a select zone analysis from the City of Oxnard Traffic Model. The resulting AM and PM peak hour intersection turning movement volumes from the assignment of the net increase in project traffic to specific routes is shown in Exhibit 4.

#### **PROJECT ACCESS AND INTERNAL CIRCULATION**

The project's two primary full-access intersections at Marquita Street and First Street, in addition to the project's primary right-in, right-out, left-in access intersection at Rose Avenue, will adequately serve the project site. The proposed east-west and north-south roadways will provide good access to evenly disperse any localized concentrations of project traffic. Each of the project site access and internal intersections should be minor-street stop sign controlled.

#### **PROJECT IMPACT DETERMINATIONS**

Project impacts are determined by comparing pre-project and post-project traffic conditions for various scenarios. Since the traffic volumes on the City's streets system are focused at intersections, it is appropriate to analyze the effects of project traffic on intersection level of service.

#### **Intersection LOS Methodology**

The methodology used to analyze the operational efficiency of signalized intersections in this study was the intersection Capacity Utilization (ICU) Methodology. The ICU methodology involves the calculation of a volume-to-capacity ratio which is related to a level of service (A to F). The ICU value that is calculated with this method represents the proportion of an hour required to accommodate traffic if all approaches operate at capacity. Although operation may be more congested during short periods within the peak hour, an ICU analysis of the entire peak hour is the generally accepted method a quantifying intersection operation. A description of operating conditions and the definition of the ICU range for each level of service is provided in the Appendix. The methodology used to analyze the operational efficiency of the stop sign controlled intersections in this study was the 2000 highways Capacity Manual (HCM) methodology.

#### **Evaluation Scenarios**

The scenarios evaluated in this study were developed in coordination with City of Oxnard staff and in consideration of the City's traffic study guidelines. Seven scenarios were selected for analysis:

- a. Existing
- b. Existing + Pending/Approved
- c. Existing + Pending/Approved + Project
- d. Existing + Pending/Approved + Project + Mitigation
- e. Year 2020
- f. Year 2020 + Project
- g. Year 2020 + Project + Mitigation

The morning AM peak hour and evening PM peak hour were evacuated for each scenario.

### **Impact Significance Criteria**

The City of Oxnard's criteria for evaluating project impacts at intersections is based on the change in ICU/LOS attributable to the project (per City Resolution No. 10,453). If an intersection operates in the LOS "C", "D", "E", or "F" ranges with existing-plus-pending developments traffic and a change in ICU of 0.02 or greater is generated by the project under study, the impact is considered significant. The level of service must then be mitigated to the ICU level identified without the project traffic.

### **EXISTING CONDITIONS**

Field reviews were conducted to establish the existing transportation system conditions in the vicinity of the project site and within the study area. Major construction projects that could influence traffic patterns were also noted.

#### **Existing Street Network**

The primary north-south street providing access to the project would be Rose Avenue. The primary east-west streets providing access to the project would include Third Street, Camino Del Sol, and Colonia Road. The US 101 Freeway and Highway 1 would serve as the primary regional access facilities. It was noted that the Santa Clara River Bridge Reconstruction Project on US 101 had been underway for several years, and was causing long term ramp closures at the US 101 Freeway / Oxnard Boulevard interchange; thereby diverted additional traffic onto Vineyard Avenue and Rose Avenue.

#### **Existing Volumes and Levels of Service**

The available existing AM and PM peak hour count information was obtained from the City of Oxnard, and five new counts were conducted at the local intersections in the immediate vicinity of the project site. Traffic Count Data is provided in the Appendix. The existing AM and PM peak hour traffic volumes, lane configurations, signal phasing and LOS for each of the study intersections are presented in Exhibits 5 and 6. Detailed intersection LOS calculation sheets are provided in the Appendix. The existing AM and PM peak hour intersection LOS conditions are summarized in Exhibits 7 and 8.

The results indicate that each of the intersections studied operate at an acceptable level of service (A-C) during the AM peak hour for existing conditions. The majority of the study intersections also operate at an acceptable level of service (A-C) during the PM peak hour, with the exception of the Rose Avenue/ Gonzalez Road intersection (LOS E), Rose Avenue / Camino Del Sol intersection (LOS E), and Rose Avenue / First Street intersection (LOS D).

### **EXISTING + APPROVED/PENDING DEVELOPMENT CONDITIONS**

The existing + approved/pending developments traffic volumes were obtained from the City of Oxnard traffic model, and from intersection specific traffic projections for the local intersections in the immediate vicinity of the project site, and are provided in the Appendix. The US 101 Freeway / Oxnard Boulevard interchange was assumed to be fully operational in this scenario; thereby reducing the traffic diversion onto Vineyard Avenue and Rose Avenue.

The lane configurations and the signal phasing at the study intersections under this scenario were assumed to be the same as those observed under existing conditions. The existing + approved/pending developments AM and PM peak hour traffic volumes, lane configurations, signal phasing and LOS for each of the study intersections are presented in Exhibits 5 and 6. Detailed intersection LOS calculation sheets are provided in the Appendix, and the resultant AM and PM peak hour intersection LOS conditions are summarized in Exhibits 7 and 8.

The results indicate that each of the intersections studied operate at an acceptable level of service (A-C) during the AM peak hour for existing + approved/pending development conditions. Approximately 50 percent of the existing study intersections will also operate at an acceptable level of service (A-C) during the PM peak hour. The five study intersections that are anticipated to operate at an unacceptable level of service for existing + approved/pending development conditions include Rose Avenue / Auto Center Drive (LOS D), Rose Avenue/ Gonzalez Road (LOS D), Rose Avenue / Camino Del Sol (LOS E), Rose Avenue / First Street (LOS D), and Rose Avenue/Third Street(LOS D). It is also observed that an improvement in the level of service at some intersections is anticipated under this scenario since the Oxnard Boulevard/US 101 Freeway interchange will be fully operational.

### **EXISTING + APPROVED/PENDING + PROJECT CONDITIONS**

The existing + approved/pending + project traffic volumes were developed by adding the project traffic volumes from Exhibit 4 to the existing + approved/pending developments traffic volumes. The US 101 Freeway / Oxnard Boulevard interchange was again assumed to be fully operational.

The lane configurations and signal phasing at the study intersections under this scenario were assumed to be the same as those observed under existing conditions and the pre-project scenario. The existing + approved/pending + project AM and PM peak hour traffic volumes, lane configurations, signal phasing and LOS for each of the study intersections are presented in Exhibits 5 and 6. Detailed intersection LOS calculation sheets are provided in the Appendix, and the AM and PM peak hour intersection LOS conditions are summarized in Exhibits 7 and 8.

These results indicate that the project will cause a less than significant increase in the V/C ratio at most of the intersections studied, but will cause a significant increase in the V/C ratio at two of the intersections studied. The largest project-related increases in the V/C ratio will occur at the Rose Avenue / First Street intersection during the AM peak hour (V/C increase = 0.063) and during the PM peak hour (V/C increase = 0.051). The project will also cause an increase of 0.021 in the V/C ratio at the Rose Avenue / Camino Del Sol intersection during the AM peak hour.

### **PROJECT-SPECIFIC IMPACTS ANALYSIS AND MITIGATION**

A review of Exhibits 7 and 8 identifies project-specific impacts (as identified by an LOS C, D, E or F change in the V/C ratio of 0.02 or more) at the Rose Avenue/Camino Del Sol intersection and the Rose Avenue/ First Street intersection. The significant project impacts will occur where the project is estimated to increase the V/C ratio at the Rose Avenue / Camino Del Sol intersection by 0.021 to LOS C 0.749 during the AM peak hour, and where the project is estimated to increase the V/C ratio at the Rose Avenue / First Street intersection by 0.051 to LOS D 0.879 during the PM peak hour. The improvement measures necessary to mitigate the project's impacts at these intersections would include the following:

Rose Avenue/Camino Del Sol Intersection - Install a westbound right turn overlap on Camino Del Sol; re-stripe the Camino Del Sol eastbound approach to provide one left lane, two through lanes, and one right lane; and install an eastbound right turn overlap on Camino Del Sol.

Rose Avenue/ First Street Intersection - Widen the First Street eastbound approach to provide one left lane and one right lane (while ensuring that an appropriate width westbound departure lane is provided on First Street).

The existing + approved/pending + project + mitigation AM and PM peak hour traffic volumes, lane configurations, signal phasing and LOS for these mitigated intersections are presented in Exhibits 5 and 6. Detailed intersection LOS calculation sheets are provided in the Appendix, and the AM and PM peak hour intersection LOS conditions are summarized in Exhibits 7 and 8.

The above-described mitigation measures would improve the LOS at the Rose Avenue/Camino Del Sol intersection and Rose Avenue/ First Street intersection by negating the significant increases in the V/C ratio that would be caused by the project.

### **YEAR 2020 CONDITIONS**

Discussions were conducted with City staff and the City's traffic model consultant to establish the year 2020 transportation system conditions in the vicinity of the project site and within the study area. Anticipated roadway construction projects that could influence traffic patterns were incorporated into the evaluations.

### **Year 2020 Street Network**

The primary north-south street providing access to the project in year 2020 will continue to be Rose Avenue. The primary east-west streets providing access to the project in year 2020 were assumed to include Third Street and the extension of Camino Del Sol to intersect Oxnard Boulevard. A summary of the major roadway widening projects that were assumed to be operational prior to the year 2020 include the following:

- Oxnard Boulevard (Gonzales to Third): widen from four to six lanes.
- Rose Avenue (Gonzales to Wooley): widen from four to six lanes.
- Rice Avenue (Gonzales to Wooley): widen from four/five lanes to six lanes.
- Fifth Street (Oxnard to Rose): widen from four to six lanes.
- Fifth Street (Rose to Rice): widen from two to six lanes.
- Wooley Road (Oxnard to Pacific): widen from four to six lanes.
- Wooley Road (Rose to Rice): widen from two to four lanes.
- Camino del Sol: extend to Oxnard Boulevard as a four-lane roadway.

The additional travel lanes associated with each of these widening projects were incorporated into the intersection LOS analyses.

### **Year 2020 Volumes and Levels of Service**

The year 2020 traffic volumes (without project traffic) were obtained from the City of Oxnard traffic model, and from intersection specific traffic projections for the local intersections in the immediate vicinity of the project site, and are provided in the Appendix. The year 2020 AM and PM peak hour traffic volumes, lane configurations, signal phasing and LOS for each of the study intersections are presented in Exhibits 9 and 10. Detailed intersection LOS calculation sheets are provided in the Appendix, and the AM and PM peak hour intersection LOS conditions are summarized in Exhibits 11 and 12.

The results indicate that two of the intersections studied will operate at an unacceptable level of service (D-F) during the year 2020 AM peak hour, and four of the intersections studied will operate at an unacceptable level of service (D-F) during the year 2020 PM peak hour. The two study intersections that are anticipated to operate at an unacceptable level of service during the year 2020 AM peak hour include Rose Avenue/ Gonzalez Road (LOS D) and Rose Avenue / Camino Del Sol (LOS D). The four study intersections that are anticipated to operate at an unacceptable level of service during the year 2020 PM peak hour include Rose Avenue / Auto Center Drive (LOS E), Rose Avenue/ Gonzalez Road (LOS F), Rose Avenue / Camino Del Sol (LOS E), and Rose Avenue/Third Street(LOS D).

It is also observed that the level of service at several of the City's intersections will improve under this scenario as a result of the major roadway widening project that will add a third travel lane to many of the City's arterial streets. The proposed westerly extension of Camino Del Sol to connect to Oxnard Boulevard will also help to disperse traffic in the study area.

## **YEAR 2020 + PROJECT CONDITIONS**

The year 2020 + project traffic volumes were developed by adding the project traffic volumes from Exhibit 4 to the year 2020 traffic volumes. The lane configurations and signal phasing at the study intersections under this scenario were assumed to be the same as those assumed under the year 2020 (without project) scenario.

The year 2020 + project AM and PM peak hour traffic volumes, lane configurations, signal phasing and LOS for each of the study intersections are presented in Exhibits 9 and 10. Detailed intersection LOS calculation sheets are provided in the Appendix, and the AM and PM peak hour intersection LOS conditions are summarized in Exhibits 11 and 12.

The results for the year 2020 + project conditions scenario are similar to the results for the existing + approved/pending developments + project conditions scenario. The year 2020 + project results indicate that the project will cause a less than significant increase in the V/C ratio at most of the intersections studied, but will cause a significant increase in the V/C ratio at two of the intersections studied. The largest project-related increases in the V/C ratio will occur at the Rose Avenue / First Street intersection during the AM peak hour (V/C increase = 0.060) and during the PM peak hour (V/C increase = 0.047). The project will also cause an increase of 0.020 in the V/C ratio at the Rose Avenue / Camino Del Sol intersection during the PM peak hour.

## **YEAR 2020 PROJECT IMPACTS ANALYSIS AND MITIGATION**

A review of Exhibits 11 and 12 identifies project impacts (as identified by an LOS C, D, E or F change in the V/C ratio of 0.02 or more) at the Rose Avenue/Camino Del Sol intersection and the Rose Avenue/ First Street intersection. The significant project impacts will occur where the project is estimated to increase the V/C ratio at the Rose Avenue / Camino Del Sol intersection by 0.020 to LOS E 0.930 during the PM peak hour, and where the project is estimated to increase the V/C ratio at the Rose Avenue / First Street intersection by 0.047 to LOS C 0.771 during the PM peak hour. The improvement measures necessary to mitigate the project's impacts at these intersections would include the following:

Rose Avenue/Camino Del Sol Intersection - Re-stripe the Camino Del Sol eastbound approach to provide one left lane, two through lanes, and one right lane; and install an eastbound right turn overlap on Camino Del Sol.

Rose Avenue/ First Street Intersection - Widen the First Street eastbound approach to provide one left lane and one right lane (while ensuring that an appropriate width westbound departure lane is provided on First Street).

The existing + approved/pending + project + mitigation AM and PM peak hour traffic volumes, lane configurations, signal phasing and LOS for these mitigated intersections are presented in Exhibits 9 and 10. Detailed intersection LOS calculation sheets are provided in the Appendix, and the AM and PM peak hour intersection LOS conditions are summarized in Exhibits 11 and 12.

The above-described mitigation measures would improve the year 2020 LOS at the Rose Avenue/Camino Del Sol intersection and Rose Avenue/ First Street intersection by negating the significant increases in the V/C ratio that would be otherwise be caused by the project.

## **ADJACENT RESIDENTIAL NEIGHBORHOODS TRAFFIC EVALUATION**

The proposed project will be constructed adjacent to two residential neighborhoods. There is an existing multi-family dwelling unit residential development to the north of the western portion of the project site, and there is an existing single family homes residential neighborhood bordering the entire southern portion of the project site.

The multi-family dwelling unit residential development to the north of the project site takes its access from Marquita Street, and will be relatively isolated from the effects of project traffic. There will be no reason for the project's traffic to utilize the street system within the multi-family dwelling unit residential development, except for a minimal amount of destination-specific trips into that development (possibly friends visiting friends, etc.).

The existing single family homes residential neighborhood to the south of the project site includes fronting residences on First Street, and fronting residences on several minor residential streets leading to Third Street. The project's primary full-access intersections at Marquita Street and First Street will be constructed at locations that will minimize the potential impacts to the neighborhood south of the project site. The project's primary Marquita Street intersection will be located toward the northern portion of the project site (away from the southern neighborhood); and the project's primary First Street intersection will intersect First Street toward Rose Avenue.

The proposed east-west and north-south roadways throughout the proposed project site will provide good access to evenly disperse any localized concentrations of project traffic. The estimated amount of project traffic using the three existing north-south residential neighborhood streets south of the project site to access Third Street is estimated to be approximately 10 to 30 vehicles per hour during the peak hours, or about 100 to 300 vehicles per day. It is estimated that Marquita Street would receive the bulk of this project traffic, and that the project's traffic will not significantly impact the traffic operational characteristics of these residential streets.

## CONCLUSIONS

The total net new trips generated for the proposed project site are estimated to be 153 in the morning peak hour and 203 in the afternoon peak hour. The net new daily trips generated for the proposed project site are estimated to be 2,018 trips per day.

There are three of the analyzed intersections that currently operate at an unacceptable level of service (D-F) during either the AM or PM peak hours under existing conditions.

There will be five of the analyzed intersections that will operate at an unacceptable level of service (D-F) during either the AM or PM peak hours under existing + approved/pending development conditions.

The project will cause project-specific impacts (as identified by an LOS C, D, E or F change in the V/C ratio of 0.02 or more) at the Rose Avenue/Camino Del Sol intersection and the Rose Avenue/First Street intersection under existing + approved/pending developments + project conditions, and the improvement measures necessary to mitigate the project's impacts at these intersections would include the following:

- Rose Avenue/Camino Del Sol Intersection - Install a westbound right turn overlap on Camino Del Sol; re-stripe the Camino Del Sol eastbound approach to provide one left lane, two through lanes, and one right lane; and install an eastbound right turn overlap on Camino Del Sol.
- Rose Avenue/ First Street Intersection - Widen the First Street eastbound approach to provide one left lane and one right lane (while ensuring that an appropriate width westbound departure lane is provided on First Street).

The project will cause similar significant project impacts under year 2020 + project conditions, and the above-described improvement measures (without the westbound right turn overlap on Camino Del Sol) will mitigate the project's year 2020 impacts.

The project will not significantly impact adjacent residential neighborhoods.

**EXHIBIT 3 - Project Trip Generation Table**

**"The Courts" Steadfast Residential Properties Trip Generation**

**ITE 7th Edition Trip Generation Rates**

| Site Plan Land Use Descriptions | Land Use Category      | Unit             | AM Peak Hour Rate |          |        | PM Peak Hour Rate |          |         | ADT Rate |
|---------------------------------|------------------------|------------------|-------------------|----------|--------|-------------------|----------|---------|----------|
|                                 |                        |                  | Inbound           | Outbound | Total  | Inbound           | Outbound | Total   |          |
| Public Housing Units            | Single-Family Detached | 1 Dwelling Units | 0.1875            | 0.5625   | 0.7500 | 0.6363            | 0.3737   | 1.0100  | 9.5700   |
| For-Sale Homes                  | Single-Family Detached | 1 Dwelling Units | 0.1875            | 0.5625   | 0.7500 | 0.6363            | 0.3737   | 1.0100  | 9.5700   |
| Townhomes                       | Condominium/Townhouse  | 1 Dwelling Units | 0.0960            | 0.4686   | 0.5645 | 0.4365            | 0.2150   | 0.6514  | 6.8632   |
| Apartments                      | Apartment              | 1 Dwelling Units | 0.1073            | 0.4293   | 0.5366 | 0.5009            | 0.2697   | 0.7706  | 7.8894   |
| Soccer Field                    | Soccer Complex         | 1 Soccer Field   | 0.7000            | 0.7000   | 1.4000 | 14.2623           | 6.4077   | 20.6700 | 71.3300  |

**Existing Project Site Land Use Trip Generation**

| Existing Project Site Descriptions                      | Existing Project Site Land Uses | Amount             | AM Peak Hour |          |       | PM Peak Hour |          |       | ADT   |
|---|---------------------------------|--------------------|--------------|----------|-------|--------------|----------|-------|-------|
|   |                                 |                    | Inbound      | Outbound | Total | Inbound      | Outbound | Total |       |
| Public Housing Units                                    | Single-Family Detached          | 260 Dwelling Units | 49           | 146      | 195   | 165          | 97       | 263   | 2,488 |
| <b>SUB-TOTAL (Existing Project Site Land Use Trips)</b> |                                 |                    | 49           | 146      | 195   | 165          | 97       | 263   | 2,488 |

**Proposed Project Site Land Use Trip Generation**

| Proposed Project Site Descriptions                      | Proposed Project Site Land Uses | Amount             | AM Peak Hour |          |       | PM Peak Hour |          |       | ADT   |
|---|---------------------------------|--------------------|--------------|----------|-------|--------------|----------|-------|-------|
|   |                                 |                    | Inbound      | Outbound | Total | Inbound      | Outbound | Total |       |
| Public Housing Units                                    | Single-Family Detached          | 260 Dwelling Units | 49           | 146      | 195   | 165          | 97       | 263   | 2,488 |
| For-Sale Homes  | Single-Family Detached          | 99 Dwelling Units  | 19           | 56       | 74    | 63           | 37       | 100   | 947   |
| Townhomes   | Condominium/Townhouse           | 64 Dwelling Units  | 6            | 30       | 36    | 28           | 14       | 42    | 439   |
| Apartments  | Apartment                       | 80 Dwelling Units  | 9            | 34       | 43    | 40           | 22       | 62    | 631   |
| Soccer Field  | Soccer Complex                  | 1 Soccer Field     | 1            | 1        | 1     | 14           | 6        | 21    | 71    |
| <b>SUB-TOTAL (Proposed Project Site Land Use Trips)</b> |                                 |                    | 82           | 266      | 348   | 296          | 169      | 466   | 4,506 |

**Net Project Site Land Use Trip Generation**

| Net Project Site Land Use Trip Generation   | AM Peak Hour |          |       | PM Peak Hour |          |       | ADT   |
|---|--------------|----------|-------|--------------|----------|-------|-------|
|   | Inbound      | Outbound | Total | Inbound      | Outbound | Total |       |
| Net Project Site Land Use Trip Generation (SUB-TOTAL Proposed - SUB-TOTAL Existing) | 33           | 120      | 153   | 131          | 72       | 203   | 2,018 |

**STEADFAST PARKING ANALYSIS**

**DUDEK**

The Courts  
Oxnard, California  
Parking Analysis

| Phase            | Number of Units |           |           |           |           | Total Units | Resident Parking Required (Garages) | Resident Parking Provided Garage Surface | Total Resident Provided | Guest Parking Required | Guest Parking Provided |
|------------------|-----------------|-----------|-----------|-----------|-----------|-------------|-------------------------------------|--|-------------------------|------------------------|------------------------|
|                  | 1-Bedroom       | 2-Bedroom | 3-Bedroom | 4-Bedroom | 5-Bedroom |             |                                     |  |                         |                        |                        |
| I                | 35              | 48        | 34        | 17        | 124       | 223         | 124                                 | 104                                      | 228                     | 77                     | 80                     |
| II               | 35              | 49        | 39        | 13        | 136       | 237         | 160                                 | 88                                       | 238                     | 83                     | 88                     |
| Single Family    |                 |           |           |           | 101       | 202         | 202                                 |  | 202                     |                        | 80                     |
| Townhomes        |                 |           |           |           | 64        | 128         | 128                                 |  | 128                     |                        | 46                     |
| Affordable Apts. |                 |           | 45        |           | 80        | 160         | 80                                  | 80                                       | 160                     | 55                     | 60                     |
|                  |                 |           |           |           | 505       | 950         | 684                                 | 272                                      | 956                     | 215                    | 354 Sub-Total          |

Total All Required Parking for dwellings 1165  
 Total All Provided Parking for dwellings 1310  
 Additional surface spaces provided (see note 1) 136  
 Total Additional Spaces Provided 281

Note:  
 1. In addition to the above 101 spaces are provided for community use and 35 spaces are provided at the community center

2. 79 parallel spaces are assumed along 1st and Marquita streets included in the above calculations which provide some of the guest parking for Phase II, the townhome, the affordable apartments and the community center

3. Phase I and Phase II requirements are based on the scenario that they are two separate projects and each must comply with the initial 30 guest spaces at 1 to 1 - see alternate scenario below

Scenario 2 - guest spaces are provided at a rate that combines Phase I and Phase II

| Phase            | Number of Units |           |           |           |           | Total Units | Resident Parking Required (Garages) | Resident Parking Provided Garage Surface | Total Resident Provided | Guest Parking Required | Guest Parking Provided |
|------------------|-----------------|-----------|-----------|-----------|-----------|-------------|-------------------------------------|--|-------------------------|------------------------|------------------------|
|                  | 1-Bedroom       | 2-Bedroom | 3-Bedroom | 4-Bedroom | 5-Bedroom |             |                                     |  |                         |                        |                        |
| I                | 25              | 48        | 34        | 17        | 124       | 223         | 124                                 | 104                                      | 228                     | 77                     | 80                     |
| II               | 35              | 49        | 39        | 13        | 136       | 237         | 150                                 | 88                                       | 238                     | 68                     | 88                     |
| Single Family    |                 |           |           |           | 101       | 202         | 202                                 |  | 202                     |                        | 80                     |
| Townhomes        |                 |           |           |           | 64        | 128         | 128                                 |  | 128                     |                        | 46                     |
| Affordable Apts. |                 |           | 45        |           | 80        | 160         | 80                                  | 80                                       | 160                     | 55                     | 60                     |
|                  |                 |           |           |           | 505       | 950         | 684                                 | 272                                      | 956                     | 200                    | 354 Sub-Total          |

Total All Required Parking for dwellings 1150  
 Total All Provided Parking for dwellings 1310  
 Additional surface spaces provided (see note 1) 136  
 Total Additional Spaces Provided 296

*Stedfast Parking Analysis*



May 21, 2007

R. Kyle Winning, President  
Steadfast Residential Development, LLC  
4343 Von Karman Avenue, Ste 200  
Newport Beach, CA 92660

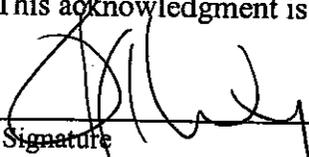
RE: Initial Study and Mitigated Negative Declaration (MND #06-04)  
Planning and Zoning Permit No. (PZ-06-640-01, 06-300-05, 06-620-02, 06-570-04)

To: Planning Division Manager

Pursuant to Section 15070 (Negative or Mitigated Negative Declaration Process) of the State Guidelines implementing the California Environmental Quality Act, I/we, acting as agents for the property owner/developer, hereby agree to all of the following:

- 1) The draft initial study identifies potentially significant effects from the project, but the study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no significant effects would occur;
- 2) The mitigation measures are hereby incorporated into the project prior to releasing the draft initial study and mitigated negative declaration for public comment;
- 3) I/we agree to the mitigation measures as necessary to avoid or mitigate significant effects that would otherwise arise from the project. I/we accept the mitigation measures included in the draft initial study and have resolved all questions and concerns regarding the mitigation measures;
- 4) If during the public comment period and/or decision-making process, substitute or additional mitigation measures are proposed, the appropriate process must take place for determining whether or not to substitute or apply additional measures;
- 5) This agreement is binding upon the applicant for this project and any successors in interest or assignees.

This acknowledgment is binding upon the applicant and any successors in interest or assignees:

  
\_\_\_\_\_  
Signature

05.22.2007  
\_\_\_\_\_  
Date

R KYLE WINNING  
\_\_\_\_\_  
Print Name

AUTHORIZED REPRESENTATIVE  
\_\_\_\_\_  
Title

*This acknowledgment is to be attached to the draft initial study and mitigated negative declaration for the project and then released for the applicable public comment period.*

**VENTURA COUNTY  
AIR POLLUTION CONTROL DISTRICT**  
Memorandum

TO: Chuck Anthony, Planning

DATE: June 18, 2007

FROM: Alicia Stratton *AS*

SUBJECT: Request for Review of Mitigated Negative Declaration for the Courts  
Residential Project, City of Oxnard (Reference No. 07-039)

Air Pollution Control District staff has reviewed the subject project, which is a request for a general plan amendment, specific plan review, tentative subdivision map and zone change to redevelop an existing 28-acre site and 3.3 acres of park into a master planned community. The community would consist of four neighborhoods with 241 units, replacement of the existing 260 public housing units with 260 Section 8 multi-family rental units, and provide two separate public park areas. The project location is the north side of East First Street between South Rose Avenue and Marquita Street in the City of Oxnard.

Section C of the mitigated negative declaration addresses air quality. We concur with the findings of this discussion that significant air quality impacts would result from the project; however, they would be mitigated to a less than significant level through contribution to a Transportation Demand Management Fund. We concur also with the trip generation rates from the traffic report and application of those rates to the URBEMIS computer model run. The ozone-precursor and fugitive dust emissions mitigation measures described on Pages 13-14 will adequately minimize fugitive dust and particulate matter that may result from site preparation and construction activities on the site. However, we recommend the following asbestos measure be imposed if project activities include building demolition:

Building demolition activities may cause possible exposure to asbestos. The applicant shall notify the District prior to issuance of demolition permits for any onsite structures. Demolition and/or renovation activities shall be conducted in compliance with District Rule 62.7, *Asbestos - Demolition and Renovation*.

Rule 62.7 governs activities related to demolition of buildings with asbestos-containing materials. This rule establishes the notification and emission control requirements for demolition activities. Specifically, this rule requires that the owner or operator of a facility shall remove all asbestos-containing material from a facility being demolished. For additional information on asbestos, or to download a

copy of Rule 62.7, please visit our website at [www.vcapcd.org/asbestos.htm](http://www.vcapcd.org/asbestos.htm). You can also contact the District's Asbestos Coordinator, Jay Nicholas at (805) 645-1443 or by email at [jay@vcapcd.org](mailto:jay@vcapcd.org).

If you have any questions, please call me at (805) 645-1426.



**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic, Advance Planning & Permits Division**

**MEMORANDUM**

**DATE:** June 20, 2007

**TO:** Resource Management Agency, Planning Division  
Attention: Chuck Anthony

**FROM:** Nazir Lalani, Deputy Director

**SUBJECT:** **REVIEW OF DOCUMENT 07-039, THE COURTS RESIDENTIAL PROJECT**  
Initial Study and Notice of Preparation of a Draft MND No. 06-04. The proposed project involves the redevelopment of an existing 28-acre residential site and 3.3 acres of park into a master planned community. Approval of the aforementioned permit will enable the future construction of 241 new units replacing existing 260 public housing units; and provide two separate public parks areas, a 21,000 sf neighborhood center, a 2,500 sf leasing center, and related street, park and landscaping improvements located in the City of Oxnard.  
Project Applicant: Steadfast Residential Development, LLC  
Lead Agency: **City of Oxnard**

The Public Works Agency -- Transportation Department has reviewed the notice of preparation of a MND for The Courts Residential Project. The entire project is approximately 28-acre located at the north side of E First St., between Rose Avenue and Marquita Street and is located entirely within the city limits of Oxnard. The proposed project involves the redevelopment of an existing 28-acre residential site and 3.3 acres of park into a master planned community. Approval of the aforementioned permit will enable the future construction of 241 new units replacing existing 260 public housing units; and provide two separate public parks areas, a 21,000 sf neighborhood center, a 2,500 sf leasing center, and related street, park and landscaping improvements.

We offer the following comments:

1. The Traffic Study for the MND should evaluate and provide mitigation measures for the site-specific impacts this project may have on the County's Regional Road Network.
2. The cumulative impacts of the development of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation fees (TIMF) should be paid to the County when development occurs. Based on the information provided in the Initial Study and the reciprocal agreement between the City of Oxnard and the County of Ventura, the fee due to the County is:

101 SFDU x \$367.18/SFDU = \$37,085.18  
 \*140 DU (Other Housing) x \$256.96/DU = \$35,974.40  
 \*\*2.5 TSF (General Industrial) x \$97.90/TSF = \$ 244.75  
 \*\*\*34.02 ADT x \$30.58/ADT = \$ 1,040.33  
 \$74,344.66

\* 60 Condominiuns/Townhouses & 80 Apartments

\*\* 2,500 SF of Leasing Center = 2.5 TSF  
1000

\*\*\* 21,000 SF (Neighborhood Center) x 1.62 = 34.02 ADT  
1000

(1.62- Average Rate, 7<sup>th</sup> Ed, ITE Trip Generation, P. 882)

The above estimated fee may be subject to adjustment at the time of deposit, due to provisions in the TIMF Ordinance allowing the fee to be adjusted for inflation based on the Engineering News Record (ENR) construction cost index. The above is an estimate only based on information provided in the MND.

With payment of the TIMF, the cumulative impacts on the level of service and safety of the existing roads would remain consistent with the County's General Plan.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have questions.

F:\TRANSPOR\LandDev\Non\_County\07-039-1 OXD.doc

**Ted Grandsen**  
President - Division 1  
**William R. Seaver**  
Vice President - Division 5  
**Donald G. Hauser**  
Secretary - Division 3  
**Jeffrey A. Borenstein**  
Treasurer - Division 2  
**Gail L. Pringle**  
Director - Division 4  
**Donald R. Kendall, Ph.D., P.E.**  
General Manager



2100 Olsen Road  
Thousand Oaks  
California 91360-6800  
**RECEIVED**  
JUN 08 2007  
**(805) 526-9323**  
Fax (805) 526-9300  
PLANNING DIVISION  
CITY OF OXNARD  
Web site: [www.calleguas.com](http://www.calleguas.com)

June 4, 2007

Nicole Doner  
Associate Planner  
City of Oxnard  
305 West Third Street  
Oxnard, CA 93030

Re: MND 06-04  
PZ 06-620-02  
PZ 06-640-01  
PZ 06-300-05

Dear Ms Doner:

Thank you for sending Calleguas a Notice of Intention to Adopt a Mitigated Negative Declaration MND 06-04. Calleguas understands that the proposed project is the redevelopment of Assessor's Parcel Numbers 201-0-080-025, 201-0-090-085 and 201-0-100-025 on the north side of Ease First Street between South Marquita and South Ross. The purpose of this letter is to confirm that the project lies within the present boundaries of Calleguas Municipal Water District and that annexation of the site to Calleguas will not be a necessary condition of approval.

Please advise the applicant that any net increases in water meter capacity serving the subject parcels will require payment of the Calleguas Capital Construction Charge.

Thank you for keeping Calleguas in mind.

Sincerely yours,

Cy Johnson  
Development Programs Administrator

cc: Robert Hearne



**VENTURA COUNTY  
WATERSHED PROTECTION DISTRICT  
PLANNING AND REGULATORY DIVISION  
800 South Victoria Avenue, Ventura, California 93009  
PAUL CALLAWAY, Permit Manager - 805 654-2011**

**DATE:** June 20, 2007  
**TO:** Chuck Anthony, Resource Management  
**FROM:** Sergio Vargas, Deputy Director  
**SUBJECT:** RMA 07-039.THE COURTS. OXNARD

The Watershed Protection District has reviewed the above project and our comments are as follows:

**ENVIRONMENTAL SERVICES**

No comment

**WATER RESOURCES**

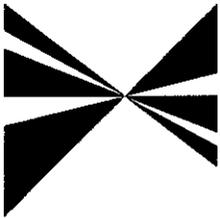
We concur with the Initial Study Environmental Checklist for Evaluation of Environmental Impacts Section H.) Hydrology and Water Quality Item 2. and Item 5. findings that are marked as having Less than Significant Impacts (LS). We reviewed the Evaluation of Environmental Impacts Section P.) Utilities and Services Systems Item 4. and concur with the Initial Study's checklist finding of having a Less than Significant Impact with Mitigation. The mitigation measure requiring the applicant to obtain a "will serve" letter from the City of Oxnard Water Division ensures that the Water Division has adequate water to serve the development.

**PLANNING AND REGULATORY**

There is not enough information related to drainage and mitigation to address the potential cumulative impacts to existing Watershed Protection District facility capacity, which is already insufficient.

The developer needs to submit a drainage report addressing the increase in the peak runoff rate, if there is any, due to the increase in impervious area produced by construction of this proposed modification to the development per Watershed Protection District standard, which is that there must be no increase in peak runoff rate in any storm frequency. This report should also provide recommendations for mitigation of the increase in peak runoff rate, if there is any. The drainage report must be prepared by, signed and stamped by a California Registered Civil Engineer.

**End of Text**


**ASSOCIATION OF  
GOVERNMENTS**
**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

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www.scag.ca.gov

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**Ventura County:** Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

**RECEIVED**

JUN 18 2007

 PLANNING DIVISION  
CITY OF OXNARD

15 June 2007

Ms. Susan L. Martin, AICP, Planning Division Manager  
 City of Oxnard  
 305 West Third Street  
 Oxnard, Ca. 93030

RE: SCAG Comments on Mitigated Negative Declaration (MND) for The Courts - SCAG No. I 20070338

Dear Ms. Martin,

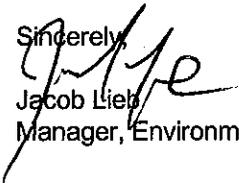
Thank you for submitting The Courts MND to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15206). The Courts is a planned development of approximately 31.3 acres that could potentially be comprised of up to 501 housing units (241 new units [101 detached SFR, 60 town homes/condominiums, and 80 MFR affordable apartments] and the demolition and replacement of 260 public housing units with Section 8 housing units.), 2 park areas totaling 1.9 areas, 21,000 square foot neighborhood center, 2,500 square foot leasing center, and related street, park, and landscaping improvements. The project is located on the north side of First Street, between South Rose Avenue and Marquita Street. The project is comprised of four (4) actions: General Plan Amendment, Specific Plan Review, Tentative Map, and Zone Change.

The Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision may be applicable to your project. We have evaluated this project based on these plans

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. If you have any questions regarding the attached comments, please contact James R. Tebbetts at (213) 236-1915. Thank you.

Sincerely,



Jacob Lieb  
 Manager, Environmental Division

DOCS# 136925v1

**COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT  
 FOR THE COURTS - SCAG NO. 20070338**

**PROJECT DESCRIPTION**

The Courts is a planned development of approximately 31.3 acres that could potentially be comprised of up to 501 housing units (241 new units [101 detached SFR, 60 town homes/condominiums, and 80 MFR affordable apartments] and the demolition and replacement of 260 public housing units with Section 8 housing units), 2 park areas totaling 1.9 areas, 21,000 square foot neighborhood center, 2,500 square foot leasing center, and related street, park, and landscaping improvements. The project is located on the north side of First Street, between South Rose Avenue and Marquita Street. The project is comprised of four (4) actions: General Plan Amendment, Specific Plan Review, Tentative Map, and Zone Change.

**CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the DEIR for Palmwood SP and Outparcels Annexation project.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

**Regional Growth Forecasts**

The DEIR should the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts through to 2030. The forecasts for your region, subregion, and City are as follows:

**Adopted SCAG Regionwide Forecasts**

|            | <u>2010</u> | <u>2015</u> | <u>2020</u> | <u>2025</u> | <u>2030</u> |
|------------|-------------|-------------|-------------|-------------|-------------|
| Population | 19,208,661  | 20,191,117  | 21,137,519  | 22,035,416  | 22,890,797  |
| Households | 6,072,578   | 6,463,402   | 6,865,355   | 7,263,519   | 7,660,107   |
| Employment | 8,729,192   | 9,198,618   | 9,659,847   | 10,100,776  | 10,527,202  |

**Adopted Ventura Council of Governments Forecasts**

|            | <u>2010</u> | <u>2015</u> | <u>2020</u> | <u>2025</u> | <u>2030</u> |
|------------|-------------|-------------|-------------|-------------|-------------|
| Population | 865,149     | 897,295     | 929,181     | 960,025     | 989,765     |
| Households | 275,352     | 289,318     | 303,596     | 317,831     | 332,109     |
| Employment | 281,680     | 403,000     | 424,470     | 445,193     | 465,466     |

**\*Adopted City of Oxnard Forecasts**

|            | <u>2010</u> | <u>2015</u> | <u>2020</u> | <u>2025</u> | <u>2030</u> |
|------------|-------------|-------------|-------------|-------------|-------------|
| Population | 199,168     | 210,470     | 221,614     | 232,300     | 242,538     |
| Households | 50,257      | 53,871      | 57,550      | 61,188      | 64,815      |
| Employment | 57,301      | 61,195      | 65,115      | 68,882      | 72,551      |

\* The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

SCAG Staff Comments: The proposed project will construct a net increase of 241 housing units, with an estimated population of 964 people. These values are well within the forecast increase in population and households for the City of Oxnard. There is no discussion as to the employment of new residents, but the forecast increase in employment for the City should adequately incorporate these residents. Therefore, the proposed project would be consistent with SCAG Policy 3.03.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG Staff Comments: The proposed project will be located within an urbanized area, where public facilities, utility systems, and transportation systems currently exist. Minimal expansion of these services will be needed to serve the proposed project. The construction of any needed infrastructure will follow SCAG growth policies. Mitigation measures have been included to require the payment of any development impact fees. Therefore, the proposed project would be consistent with SCAG Policy 3.03.

#### GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

SCAG Staff Comments: No land is set aside for the creation of jobs, other than the leasing center. The general Oxnard area is forecast to have an increase in employment, and this project will aid in the housing of these employees. Therefore, the proposed project would be consistent with SCAG Policy 3.03.

- 3.05 *Encourage patterns of urban development and land use that reduce costs of infrastructure construction and make better use of existing facilities.*

SCAG Staff Comments: The proposed project will be located within an urbanized area, where public facilities, utility systems, and transportation systems currently exist. Minimal expansion of these services will be needed to serve the proposed project. Mitigation measures have been included to require the payment of any development impact fees. Therefore, the proposed project would be consistent with SCAG Policy 3.05.

- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

SCAG Staff Comments: The proposed project will be located within an urbanized area, where public facilities, utility systems, and transportation systems currently exist. Minimal expansion of these services will be needed to serve the proposed project. Mitigation measures have been included to require the payment of any development impact fees. Therefore, the proposed project would be consistent with SCAG Policy 3.09.

- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

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SCAG Staff Comments: The project is comprised of four (4) actions: General Plan Amendment, Specific Plan Review, Tentative Map, and Zone Change. The concurrent processing of these applications reduces time required to process the applications. Therefore, the proposed project would be consistent with SCAG Policy 3.10.

#### **GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

SCAG Staff Comments: The proposed project will provide a variety of housing types for a variety of economic levels. The proposed project is in an urbanized, built up area. Access to transit resources, such as the South Coast Area Transit (SCAT) fixed bus routes and the Metrolink Oxnard Station are within walking or biking distance of the project site. The site is currently developed with 260 housing units, which will be demolished and rebuilt, along with 241 additional units. Therefore the project is consistent with Policies 3.11, 3.12, 3.13, 3.14, 3.15, and 3.16.

- 3.17 *Support and encourage development pattern that contain a range of urban densities.*

SCAG Staff Comments: The proposed project calls for a variety of residential uses, single family and multi-family, detached and attached homes, and apartments. Therefore, the proposed project is consistent with SCAG Policy 3.17.

- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

SCAG Staff Comments: The proposed project is in an urbanized, built up area. Minimal impacts to the environment are anticipated. For areas in which impacts might occur (air quality, biological and cultural resources, geology, noise, etc.) mitigation measures have been proposed. Therefore, the proposed project is consistent with SCAG Policy 3.18.

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- 3.20 *Support the protection of vital resources, such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

SCAG Staff Comments: The proposed project will be located in an urbanized, built up area. These vital resources are not present in the immediate area. Therefore, the proposed project would be consistent with SCAG Policy 3.20.

- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of the recorded and unrecorded cultural resources and archaeological sites.*

SCAG Staff Comments: The proposed project will be located in an urbanized, built up area. To ensure preservation and protection, monitors will be in place during grading operations should resources be found. Therefore, the proposed project would be consistent with SCAG Policy 3.21.

- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

SCAG Staff Comments: The proposed project will be located in an urbanized, built up area. The property is flat, not in a high fire area, flood plain or in an earthquake fault zone. Seismic issues are consistent with other Southern California areas to include ground shaking. Mitigation measures have been included to reduce these impacts. Therefore, the proposed project would be consistent with SCAG Policy 3.22.

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG Staff Comments: The proposed project will be located in an urbanized, built up area. Mitigation measures have been incorporated into the project to reduce these impacts. Therefore, the proposed project would be consistent with SCAG Policy 3.23.

#### GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

SCAG Staff Comments: Currently on the property are 260 public housing units. These units will be demolished and 260 Section 8 housing units will be constructed in their place. Additionally 80 affordable apartments, 60 attached town homes/condominiums, and 101 single family homes will be constructed. The 501 housing units would provide housing that would be available to meet RHNA housing requirements. Therefore, the proposed project would be consistent with SCAG Policy 3.24.

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- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as; public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

SCAG Staff Comments: Property for a 2 park areas totaling 1.9 areas and a 21,000 square foot neighborhood center will be provided on the project site. Health care and social services would be met by businesses and government services found currently within the City of Oxnard. Law enforcement and fire protection services will be provided by the City of Oxnard. Therefore, the proposed project would be consistent with SCAG Policy 3.27.

#### AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter (AQC) core actions that are generally applicable to the Project are as follows:

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG Staff Comments: The proposed MND includes sections on air quality, land use, and transportation. These relationships have been incorporated to ensure consistency and minimize conflicts. Therefore, the proposed project would be consistent with SCAG Policy 5.11.

#### OPEN SPACE AND CONSERVATION CHAPTER CORE ACTIONS

The Open Space and Conservation Chapter (OSCC) core actions that are generally applicable to the Project are as follows:

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation*
- 9.03 *Promote self-sustaining regional recreation resources and facilities*
- 9.04 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.06 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*

SCAG Staff Comments: Property for a 2 park areas totaling 1.9 areas and a 21,000 square foot neighborhood center will be provided on the project site. The proposed project will be located in an urbanized, built up area, and is not affected by flooding, wildfire and other known hazards, or is an area with limited access for emergency equipments. Seismic issues are consistent with other Southern California areas to include ground shaking. City mitigation fees are established for public services, recreation, and transportation/traffic issues; This will reduce costs to the local jurisdiction for the provision of these services. Therefore, the proposed project would be consistent with SCAG Policies 9.01, 9.02, 9.03, 9.04, 9.05, and 9.06.

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## REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

### RTP Goals

- *Maximize mobility and accessibility for all people and goods in the Region*
- *Ensure travel safety and reliability for all people and goods in the Region*
- *Preserve and ensure a sustainable regional transportation system*
- *Maximize the productivity of our transportation system*
- *Protect the environment, improve air quality and promote energy efficiency*
- *Encourage Land-use and growth patterns that complement our transportation investments*

### RTP Policies

- *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*
- *Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
- *RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.*

SCAG Staff Comments: The proposed project will be located in an urbanized, built up area. Access to transit systems (SCAT, Metrolink) is within a short walking distance. Construction of the structures on the property will comply with the energy requirements of Title 24 CCR. While 501 housing units will be constructed, there will only be a net increase of 241 units, which is well within the forecasts for the City of Oxnard. This will have minimal impact on the transportation system of the Region. Therefore, the proposed project would be consistent with SCAG RTP Goals and Policies.

## GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents

Encourage transportation investments and land use decisions that are mutually supportive.

Locate new housing near existing jobs and new jobs near existing housing.

Encourage transit-oriented development.

Promote a variety of travel choices

Principle 2: Foster livability in all communities

Promote infill development and redevelopment to revitalize existing communities.

Promote developments, which provide a mix of uses.

Promote "people scaled," walkable communities.

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Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable prosperity for all people

Provide, in each community, a variety of housing types to meet the housing needs of all income levels.

Support educational opportunities that promote balanced growth.

Ensure environmental justice regardless of race, ethnicity or income class.

Support local and state fiscal policies that encourage balanced growth

Encourage civic engagement.

Principle 4: Promote sustainability for future generations

Preserve rural, agricultural, recreational and environmentally sensitive areas.

Focus development in urban centers and existing cities.

Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.

Utilize "green" development techniques.

SCAG Staff Comments: The proposed project will be located in an urbanized, built up area. The project that will support transportation investments (SCAT, Metrolink). The project will be located near employment opportunities in the City. While not a transit-oriented development, residents do have the ability to take advantage of transit infrastructure and promotes a variety of travel choices for residents. The project will take an existing property and redevelop it, and increase the number of housing units available for all segments of the community. The development is adjacent to the urban center of the City. Therefore, the proposed project would be consistent with SCAG Growth Visioning Principles.

## CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

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## **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Roles and Authorities**

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a Joint Powers Agency established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's Metropolitan Planning Organization and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated Regional Transportation Planning Agency, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the South Coast Air Quality Management Plan, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a Co-Lead Agency for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining Conformity of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a) (2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized Areawide Waste Treatment Management Planning Agency.

SCAG is responsible for preparation of the Regional Housing Needs Assessment, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the Southern California Hazardous Waste Management Plan pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

**ATTACHMENT F**  
**ZONE MAP**

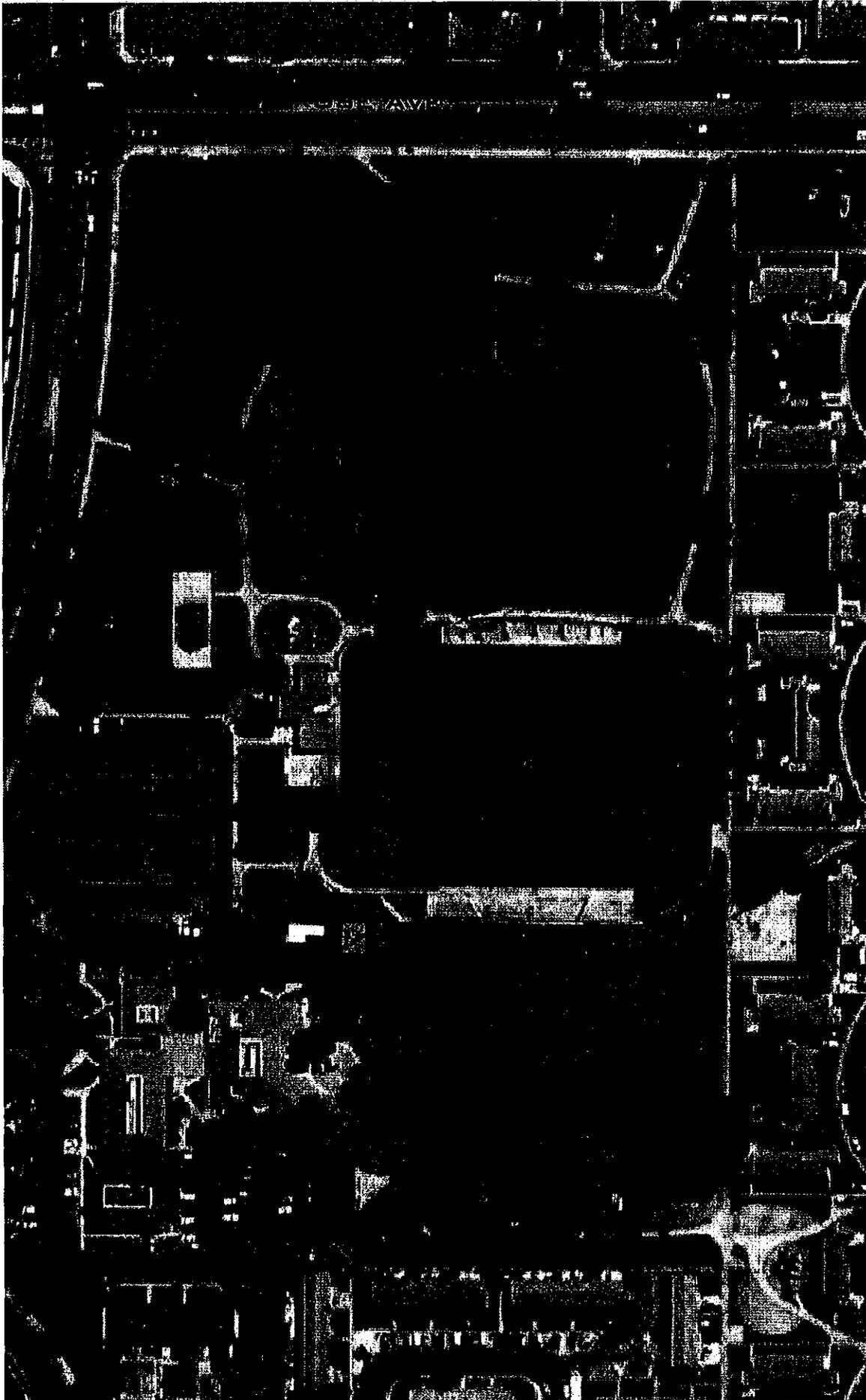


**ATTACHMENT G**  
**TENTATIVE SUBDIVISION MAP**





**ATTACHMENT H**  
**CONCEPTUAL OFF-SITE SOCCER FIELD PLAN**



SCALE: APPROX. 1" = 40'

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