



Planning Division
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Oxnard, CA. 93030
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**INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01**

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13
(Special Use Permit)
Located at 937 West Fifth Street

September 8, 2011

Introduction

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

1. Provide the Lead Agency (i.e. City of Oxnard) with information to use as the basis for deciding whether to prepare a Program, Supplemental, Subsequent, or Project Environmental Impact Report (EIR), a Negative Declaration, a Mitigated Negative Declaration (MND), or an Addendum to a previous MND/EIR;
2. Enable an applicant and/or Lead Agency to modify a project to mitigate adverse impacts, 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
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 environmental review ; and
7. Determine whether a previously prepared EIR or Mitigated Negative Declaration could be used with the project.

The purpose of the City of Oxnard *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.

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. Determining the significance of environmental impacts is a critical and possibly controversial aspect of the environmental review process. A determination of significance may require that the project be substantially altered, or that mitigation measures be employed to avoid the impact or reduce it below the level of significance. If the significant adverse impact cannot be reduced or avoided, an EIR must be prepared to allow decision makers to consider adopting overriding considerations.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a topic that may not be clearly defined by an objective scientific standard or 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 are topics for which there is no clear definition of what constitutes a substantial change because the significance of an activity may vary according to location, context, and/or local community standards.

To help clarify and standardize decision-making in the environmental review process, Oxnard has adopted thresholds of environmental significance in several topical areas. Thresholds are measures of environmental change that are either quantitative for topics like noise, air quality, and traffic; or qualitative for topics like aesthetics, land use compatibility, and biology. For some projects special studies and/or outside professional judgment may enter into the decision-making process. Therefore, Oxnard’s thresholds are intended to supplement CEQA provisions governing the definition of significance.

The City’s 1995 environmental thresholds are being updated as part of the 2030 General Plan environmental review and certification process. New thresholds are anticipated by the end of 2011 or early 2012. In the interim, thresholds used in recent large environmental impact reports (Sakioka Farms Business Park Specific Plan, Ormond Beach) and the 2030 General Plan Program EIR are considered more current than the 1995 *Thresholds Guidelines* where they may conflict.

When other agencies have some jurisdiction or discretionary action over a project, the project proponent will have to meet the thresholds, design, mitigation, and monitoring requirements imposed by those agencies, as well as those established by the City of Oxnard, unless a procedure exists for the City to override the actions of another agency.

CITY OF OXNARD
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Campus Park
2. Lead Agency Name: City of Oxnard, Planning Division, 214 South ‘C’ Street, Oxnard, CA 93030.
3. Contact Person and Phone Number: Brian Foote, A.I.C.P., Associate Planner (805) 385-8312
4. Project Location: 937 West Fifth Street, located north of Fifth Street, west of H Street, east of K Street, and south of Second Street (Assessor’s Parcel Numbers 202-0-010-720 and 202-0-010-730). See Figure 1 – Vicinity Map, and Figure 2 – Aerial Photo.
5. Applicant Name and Address: City of Oxnard, General Services Department (Mr. Ralph Alamillo, Construction Project Manager), 300 West Third Street, 2nd Floor – East, Oxnard CA 93030.
6. 2020 General Plan and Draft 2030 General Plan designations: Park (PK)
7. Zoning: Multiple-Family Residential (R-2)
8. Description of Project: The proposal is for redevelopment of an approximately 30-acre public park into a new community park. The project site was previously as the campus of Oxnard High School. All but two high school structures were demolished in 2007, the remaining structures are utilized as a youth and athletic center for the City of Oxnard’s Police Activities League (PAL). The former high school sports fields and open space are open to and used by the public. The current application proposes the following elements in the community park (see Figure 3 – Site Plan):
 - a) Construct four regulation-size soccer fields, with two adjacent joint use baseball/softball diamonds, totaling approximately 10 acres;
 - b) Construct one synthetic track and football/soccer field totaling approximately 4 acres in area, including spectator seating, four 40’ high light poles and five 25’ high light poles;
 - c) Construct two basketball courts, with three 40’ high light poles;
 - d) Construct a skate park totaling 15,000 sq.ft., with four 40’ high light poles;
 - e) Construct a covered courtyard totaling 15,000 sq.ft., adjacent to the existing gymnasium;
 - f) Construct a tot lot playground totaling approximately 14,000 sq.ft.;
 - g) Construct a dog exercise area between the park’s maintenance area and the school district maintenance yard at the northwest corner.
 - h) Install a walking track consisting of decomposed granite, and ancillary fitness equipment areas;
 - i) Construct four vehicle parking lots with a total of 439 spaces, bicycle parking facilities throughout the park, and a new bus stop turnout adjacent to Fifth Street;
 - j) Install sidewalks, driveways, lighting, landscaping, signs, and underground utilities (e.g. storm drains, stormwater treatment, sewer, water, recycled water, etc.);
 - k) Continue to utilize the existing 39,652 sq.ft. gymnasium for PAL sports league activities and events;
 - l) Continue to utilize the existing 14,225 sq.ft. building for various PAL classes and activities.

9. Surrounding Land Uses and Setting: The project site is surrounded on all sides by public streets and urban development, with residential neighborhoods to the north, east, and south. To the west are various commercial and public land uses, including Oxnard Fire Station No. 1 (at the northwest corner of Fifth Street and K Street), meeting halls, administrative offices, and a National Guard facility (at the southwest corner of K Street and Second Street).

Table of General Plan, Zoning, and Land Use

Location	Zoning Designation	2020 General Plan	2030 General Plan	Existing Land Use
Project site	Multiple-Family Residential (R-2)	Park	Park	Oxnard PAL youth center, gym & sports fields
North	Single-Family Residential (R-1)	Residential Low	Residential Low	Single-Family residential neighborhood
South	Multiple-Family Residential (R-4-PD) & Commercial Office (CO)	Residential High & Commercial Office	Residential High & Commercial Office	Single-Family residential neighborhood, Baptist Church
East	Multiple-Family Residential (R-2) & Single-Family Residential (R-1)	Residential Low	Residential Low	Single-Family residential neighborhood, Buddhist Temple
West	Commercial General (C-2-PD); Multiple-Family Residential (R-2 & R-3)	Airport Compatible; Open Space Buffer	Airport Compatible	Oxnard Union HS offices, National Guard facility, meeting hall, church, City fire station

10. Other agencies whose approval is required (e.g., permits, financing, participation agreement):
- Ventura County Airport Land Use Commission (a denial by the Airport Land Use Commission may be overridden by a supermajority Oxnard City Council action).
11. The following reports and studies have been prepared by independent consultants to analyze the proposed development, and are hereby incorporated by reference. These reports and studies are available for review at the City of Oxnard Service Center, located at 214 South 'C' Street in downtown Oxnard, during the hours of 8:00 a.m. to 6:00 p.m. Monday through Thursday, and 9:00 a.m. to 5:00 p.m. on alternating Fridays.
- *Noise Impact Analysis for Campus Park* (July 2011). Prepared by LSA Associates, Inc., Irvine, CA.
 - *Aircraft Hazard and Land Use Risk Assessment: Campus Park* (July 2011). Prepared by LSA Associates, Inc., Palm Springs, CA.
 - *Preliminary Drainage Report for Campus Park* (December 22, 2010). Prepared by Penfield & Smith Engineering. Camarillo CA.
 - *Parking Analysis for Campus Park* (November 5, 2010). Prepared by Penfield & Smith Engineering. Camarillo CA.

- The following aeronautical studies, prepared by the Federal Aviation Administration's Obstruction Evaluation Division, are hereby incorporated by reference and are available from the Federal Aviation Administration pursuant to public records act request. Letters stating "Determination of No Hazard to Air Navigation" were issued for each of the following aeronautical studies, and are attached at the end of this document (see Appendix III).

2011-AWP-333-OE
2011-AWP-334-OE
2011-AWP-337-OE
2011-AWP-338-OE
2011-AWP-339-OE
2011-AWP-340-OE
2011-AWP-2719-OE
2011-AWP-2722-OE
2011-AWP-2723-OE
2011-AWP-2724-OE
2011-AWP-2725-OE
2011-AWP-2758-OE
2011-AWP-2759-OE
2011-AWP-2760-OE
2011-AWP-2761-OE
2011-AWP-2762-OE
2011-AWP-2763-OE
2011-AWP-2764-OE
2011-AWP-2765-OE
2011-AWP-2766-OE
2011-AWP-2768-OE
2011-AWP-2769-OE

Figure 1: Vicinity Map

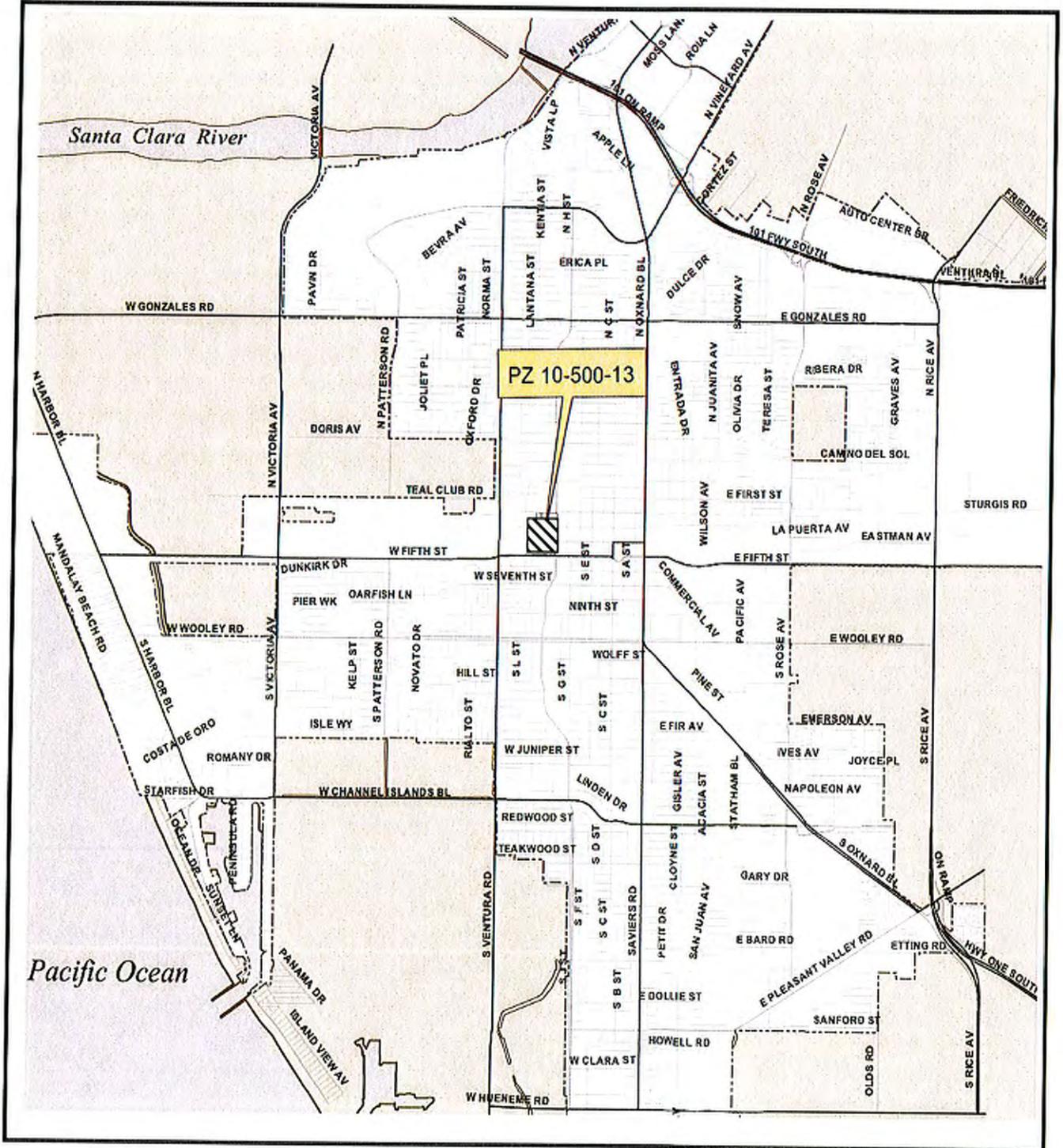


Figure 2: Aerial Photo

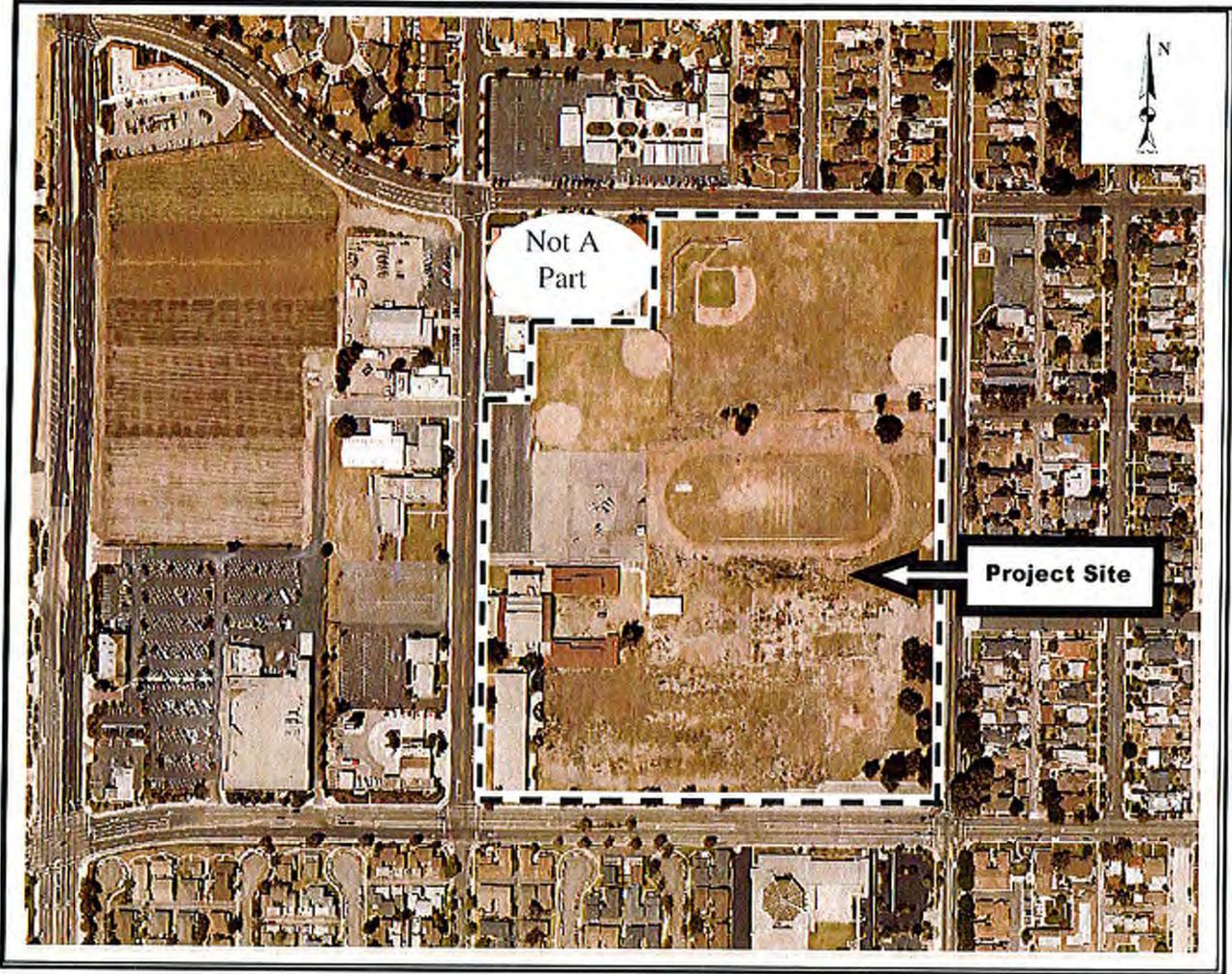
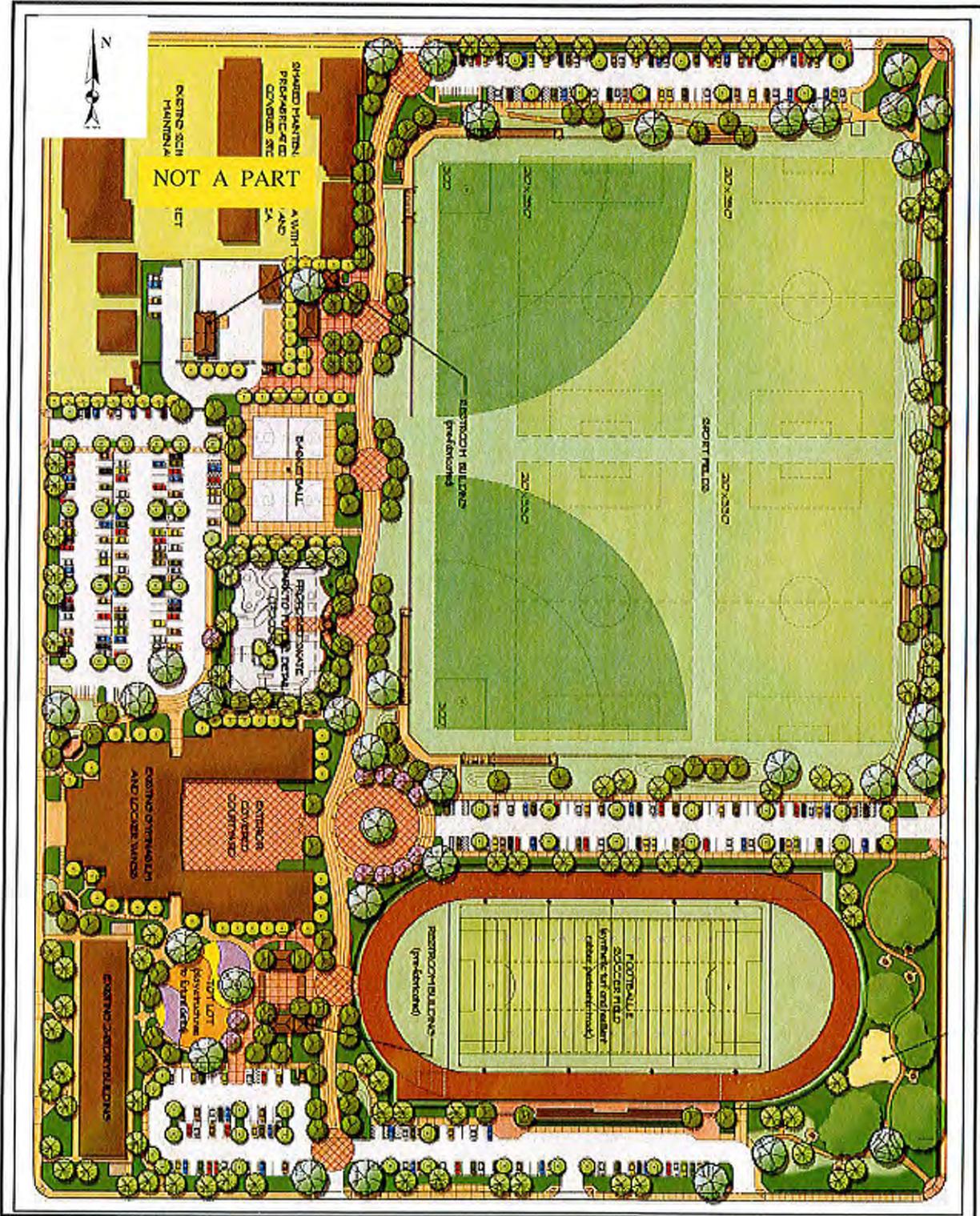


Figure 4: Conceptual Landscape Plan



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 type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input 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 type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input 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.



Signature

BRIAN FOOTE, A.I.C.P.

Print Name

08 SEPT 2011

Date

Associate Planner

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.

9. Cumulative Development Impacts: There are no residential, industrial, or commercial projects proposed or under construction with an approximately 2/3 mile radius of the project site. The southeast corner of the Teal Club Specific Plan area is located about ¼ mile northwest of the project site. The Teal Club Specific Plan anticipates about 900 housing units, commercial (60,000 gross square-feet), business research park (132,000 square-feet), an elementary school, a fire station, and 23 acres of park and open space. The environmental review process is expected to begin late 2011 with a full Environmental Impact Report.

The City's 2030 General Plan is expected to be adopted in late 2011. A Program EIR was prepared for the 2030 General Plan herein incorporated by reference that reviewed all environmental topics at the citywide level and found significant impacts at the citywide (cumulative) level for five impacts as follows:

- Air Quality and Greenhouse Gases (basin non-attainment and GHG emissions)
- Agricultural Resources (conversion of agricultural land to urban use)
- Circulation, Traffic and Transportation (5 intersections operate below LOS C)
- Groundborne Vibration (in vicinity of railroad tracks)
- Noise (Traffic and railroad)

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

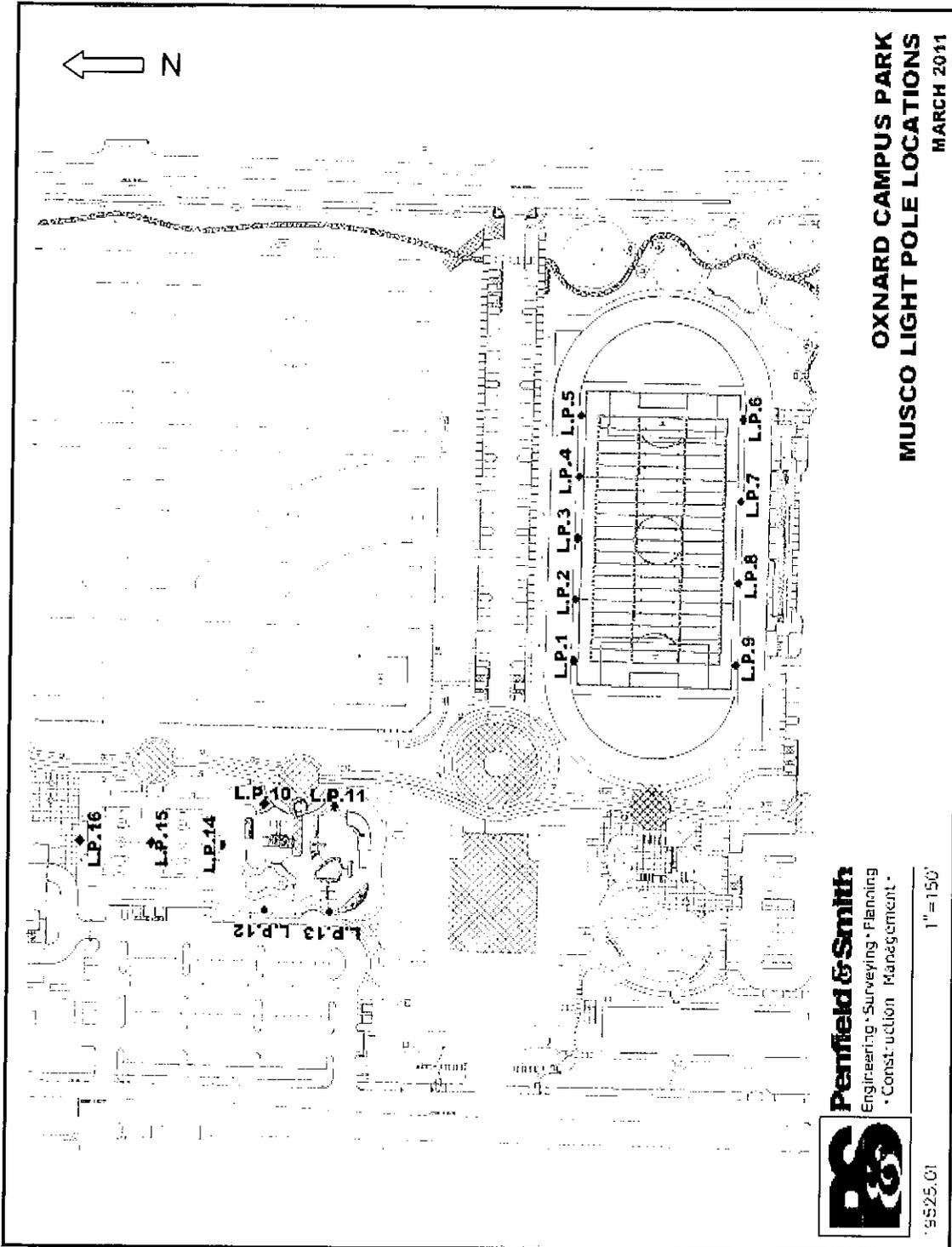
1) Fifth Street and Ventura Road are designated as Scenic Highways in the 2020 General Plan (Fig. VIII-9), and designated as City Image Corridors (Fig. XII-1), however, no views to mountains or other expansive views were identified near the project site. As the surrounding vicinity is fully developed, redevelopment of the project site would be visually consistent with the surrounding urban uses and would not have a significant effect on Scenic Highways or City Image Corridors. **Therefore, no impacts are anticipated.**

2, 3) The project site is flat, vacant with the exception of the two former high school structures and mature trees that will remain within the project site, with no landmarks or other distinguishing natural features, and surrounded by existing urban development. The 2020 General Plan does not designate the project site or its surroundings as a scenic or historic resource. The mature trees will be preserved in place, to be determined by a tree study and final site plans. **Therefore, no aesthetic impacts are anticipated.**

4) The proposed project has been reviewed by the City’s Development Advisory Committee (DAC). The DAC has been established by the City of Oxnard to review proposed development to ensure compliance with applicable development standards, codes, and regulations. The project converts a former high school campus and recreational facilities to a variety of similar recreational uses, and will include on-site lighting for walkways, parking lots, and the perimeter of the site. Some amenities will include high-intensity Musco lighting, specifically, the synthetic football/soccer field, basketball courts, and skate park (see Light Pole Locations plan, next page). A photometric report was prepared for the project in order to estimate the

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9/08/2011

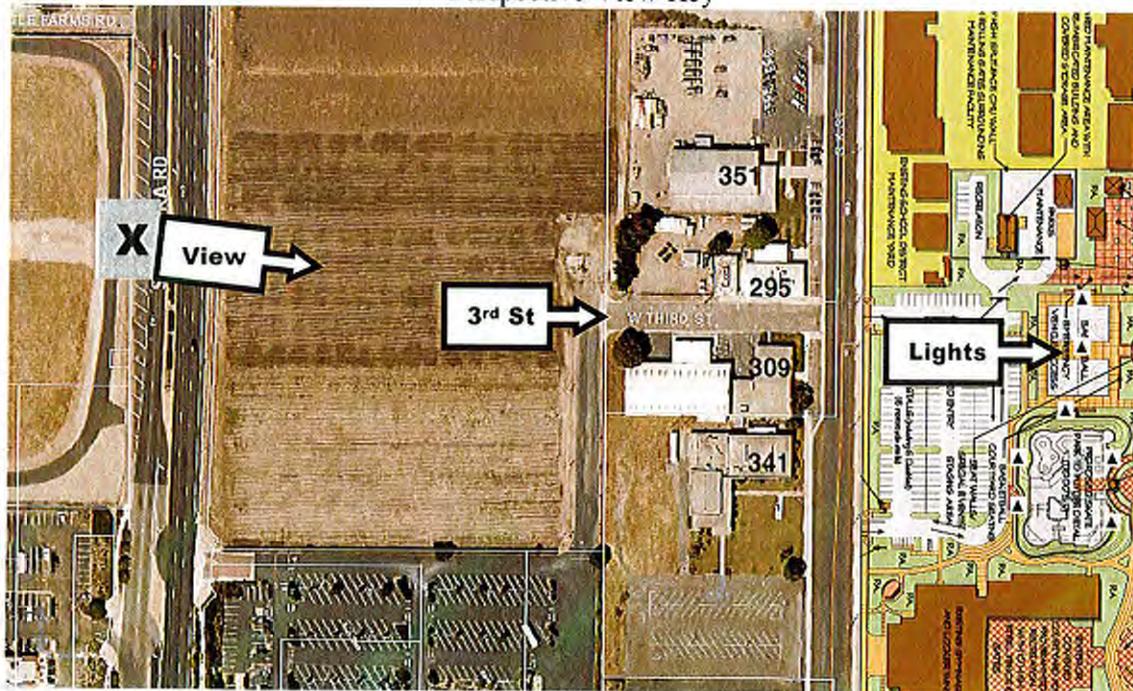
amount of light that would be generated on the site, and light intensity for the vast majority of the site (e.g. walkways, parking lots, etc.) will not exceed seven foot-candles, in accordance with City Code §16-320.



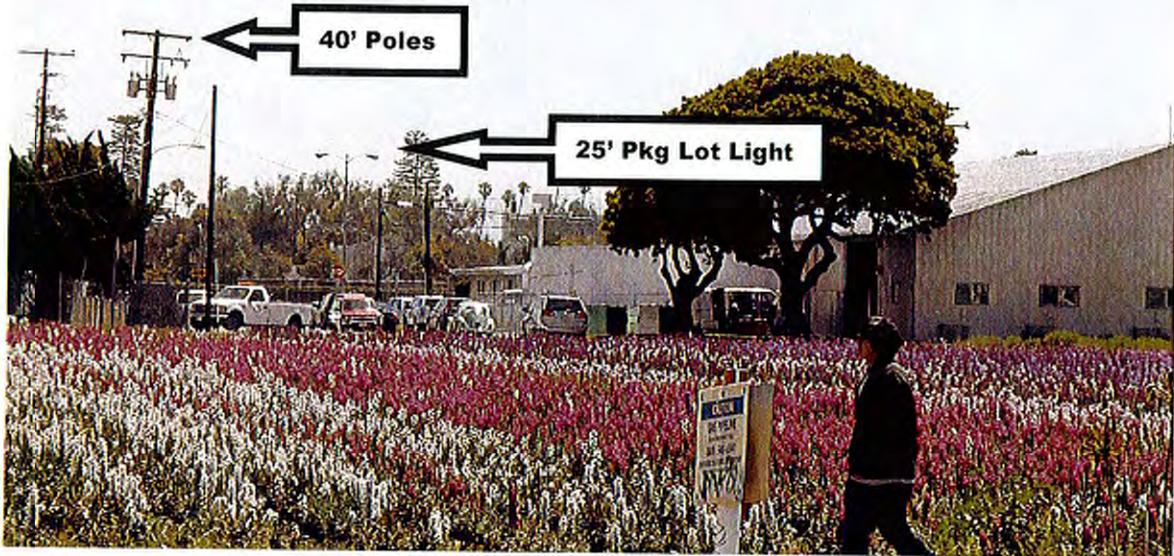
The 25-foot and 40-foot high-intensity Musco light poles (“Light-Structure Green” pre-fabricated light poles and luminaire assemblies) are proposed to be located around the synthetic football/soccer field, basketball courts, and skate park; all luminaire assemblies will be oriented downward to direct light and glare within the areas intended to be illuminated, with insignificant spillover to adjacent properties (see mitigations A-1 through A-5). A photometric report prepared for the Musco lighting on the synthetic football field/track indicates that the constant illumination will average 35.7 horizontal foot-candles (range 21 to 50 foot-candles). The photometric report for the Musco lighting around the skate park indicates that the constant illumination will average 31.4 horizontal foot-candles (range 17 to 46 foot-candles). The illumination on the basketball courts will be similar to the skate park. The surface coatings of the basketball courts and skate park will have a dark color and a finish to minimize glare off the surface into the sky (see mitigation A-5).

A visual analysis of the proposed light poles, from the perspective of the airport boundary at the extended runway centerline, located approximately 1500 feet to the west (see photos, *infra*), indicates that one light pole at the center of the basketball court may be slightly visible to from the vicinity of the airport boundary. The pole will be partially concealed by existing structures between the airport and project site, including trees and buildings (at 295 and 309 South K Street) as well as the existing airport boundary fence along Ventura Road. Third Street creates a narrow gap between the structures at 295 and 301 South K Street, which is where the visibility may occur. All other light poles located around the basketball court will not be visible, as they will be screened by existing buildings and trees. The proposed landscape plan with trees will provide additional screening after installation. Each luminaire assembly on each pole will include a shaped canopy in order to create down-lighting, and therefore will reduce the impact to a level less than significant.

Perspective View Key



Existing View East Toward Project Site, from Ventura Rd (at Airport Runway Centerline)



Future View East Toward Project Site, from Ventura Rd (at Airport Runway Centerline)



Other high-intensity Musco lighting includes four 25' light poles at the skate park, plus five 25' and four 40' light poles around the football field. All poles will be completely concealed from view from the airport property by other existing structures between the airport and project site, including trees and buildings (at 295, 309 and 341 South K Street), and the existing gymnasium. The proposed landscape plan with trees will provide additional screening after installation. Luminaire assemblies should not be visible from any altitude, as each luminaire assembly on each pole will include a shaped canopy in order to create down-lighting and limit any spillover of glare, and therefore will reduce the impact to a level less than potentially significant. When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights will be turned off by City parks staff. The FAA has reviewed the proposed light poles and has issued letters of Determination of No Hazard to Air Navigation for the poles located around the football field (see Attachment III) and one pole at the basketball court. The FAA is currently reviewing the remaining light poles proposed around the basketball courts and skate park, and as the poles are no higher than the approved poles, FAA approval is expected. **Therefore, after mitigation, project impacts are expected to be less than significant.**

Light poles will be visible from adjacent residences along H Street, since the poles will be the tallest structures in the park (other than some existing and proposed trees). A photometric report was prepared for the project in order to estimate the amount of light that would be generated on the site by all illumination sources, and light intensity for the vast majority of the site (e.g. walkways, parking lots, etc.) will not exceed seven foot-candles, in accordance with City Code §16-320. Each luminaire assembly on each high-intensity Musco light pole will include a shaped canopy in order to create down-lighting to direct light into the park (and minimize the spillover of glare onto residential properties), and therefore, will reduce the impact to a level less than potentially significant. When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights will be turned off by City parks staff. **Therefore, after mitigation, project impacts are expected to be less than significant.**

Cumulative Development:

1-4) Anticipated citywide cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations, including the Teal Club Specific Plan. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General Plan EIR*) and *Draft 2030 Oxnard General Plan* (as reviewed by the *Draft 2030 Oxnard General Plan EIR*), and would not create adverse cumulative impacts to aesthetic resources. The Teal Club Specific Plan would replace an approximately ½ mile view of agriculture along the west side of Ventura Road north of the Oxnard Airport with development. As the Teal Club development within the CURB and included in the 2030 and 2030 General Plans, the cumulative aesthetic impact is not significant.

Mitigation Measure(s):

A-1 All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport.

- A-2 Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain significant glare to within the physical boundaries of the project site.
- A-3 Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and contain significant glare and illumination within the project boundaries.
- A-4 When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off.
- A-5 The surface of the skate park shall be an integral-colored concrete (e.g. blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g. flat or matte in blue, beige, tan, or other approved earth-tone color).

Monitoring: Development Services and Planning staff shall verify compliance during review of construction drawings in Plan Check, prior to issuance of a building permit. Parks department staff will monitor light operations and maintenance activities related to light poles.

Result After Mitigation: Less than significant impact.

Representative Sample of Mitigation Measure A-5 (dark color surface on athletic courts).



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, 2, 3) The project site was previously fully developed as a high school campus, is located in an urbanized developed area, and surrounded by urban development. No portion of the site is subject to a Williamson Act Contract. The 2020 General Plan designates the subject site for urban land uses, so use of the property would not result in development pressure on any agricultural land located within the City’s planning sphere or outside the City Urban Restriction Boundary (CURB) line. **Therefore, there will be no project impacts to agricultural resources.**

Cumulative Development:

1-3) Anticipated future cumulative projects, including the Teal Club Specific Plan, will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and 2030 General Plans. Development within CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration is made for the adverse cumulative impact of loss of agricultural land.

Mitigation Measure(s): None Required.

Monitoring: None Required.

Result After Mitigation: Not Applicable.

C. AIR QUALITY*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)	<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? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 2007 Computer Program)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* 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:

1-3) Short-term impacts to air quality are the result of grading and other construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. The Air Pollution Control District considers short-term activities related to construction to be temporary and less than significant impacts. Standard APCD mitigations will be required in order to minimize on-site construction emissions and maximize dust suppression. In addition, the Best Management Practices (BMP's) contained in the Storm Water Pollution Prevention Plan (SWPPP) is a standard requirement applicable to all development projects, and will include devices that will help to control dust production (such as sandbagging the perimeter of the project site to prevent dirt from draining from the site and being pulverized by passing vehicles; tire cleaning devices on-site at all driveways to prevent dirt from being tracked into the streets and being pulverized by passing vehicles). By requiring compliance with standard APCD permitting requirements, short-term air quality impacts would be considered less than significant. According to APCD regulations, any on-site combustion equipment that is rated at 50 horsepower or greater, such as electrical generators or portable air compressors, must have an APCD Permit to Operate or be registered with the

California Air Resources Board (CARB) Portable Equipment Registration Program. Mitigation measures C-1 through C-8 will reduce emissions to the maximum feasible extent during construction. **Therefore, the short-term project impacts to air quality will be less than significant.**

Long-term impacts of the proposed project will result from vehicle trips to and from the site, specifically the vehicle emissions associated with vehicle traffic. Emissions for the project were estimated utilizing the Urban Emissions (URBEMIS) computer modeling program. The City’s adopted threshold of significance for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NOx) emissions is 25 pounds per day. The URBEMIS model estimated that the project traffic would generate 0.06 tons per year (i.e. 120 pounds per year) or less than 1 pound per day of Reactive Organic Compounds (ROC), which would not exceed the threshold of 25 pounds per day for ROC. The URBEMIS model estimated that the project traffic would generate 0.10 tons per year (i.e. 200 pounds per year) or less than 1 pound per day of Nitrogen Oxide (NOx), which would not exceed the threshold of 25 pounds per day for NOx. The results from URBEMIS are summarized in the table below (see also Appendix 1). The URBEMIS model estimates that the proposed project would not generate vehicle emissions or other long-term emissions that might exceed the City’s air quality thresholds. Cumulative emissions from vehicles at other City parks may ultimately be reduced slightly, because park users will not be required to travel to other parts of the City since a park will now be locally available in the central area of the City. No mitigation measures are required or recommended for long-term impacts. **Therefore, the long-term project impacts to air quality will be less than significant.**

URBEMIS Results of Area Source & Operational Emissions

<i>Emission Source</i>	<i>Amount of Emissions, Tons Per Year</i>		<i>Amount of Emissions, Pounds Per Day</i>	
	ROC	NO _x	ROC	NO _x
Operational (Vehicles)	0.06	0.10	0.33	0.55
Area Source (Stationary)	0.0	0.0	0.00	0.00
Total Emissions	0.06	0.10	0.33	0.55
APCD Threshold Amount	n/a	n/a	25.0	25.0
Exceeds Threshold?			No	No
Significant Impact?			No	No

Source: URBEMIS 2007, Version 9.2.4

Consistency with the 2007 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. Exceeding the 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 2007, 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 8-hour Federal ozone standards by the year 2013. To achieve full compliance, the federal one-hour ozone standard cannot be exceeded more than one day in any year for three consecutive years.

The project is consistent with the site's land use designation in the 2020 and 2030 General Plan. According to the APCD Guidelines, the consistency of a project with the current Ventura County Air Quality Management Plan is assessed based on whether the project is consistent with the local land use designation and current population projections. As the current project is consistent with the site's land use designation and within the adopted 2008 Ventura Council of Governments (VCOG) and City of Oxnard demographic projections for the area, the project is considered to be consistent with the 2007 Ventura County Air Quality Management Plan.

Greenhouse Gases.

Background. In response to growing scientific and political concern with global climate change, California has recently adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities within the State. In September 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB32, into law. AB 32 commits the State to achieving 1990 levels of GHGs by 2020. To achieve this goal, AB32 mandates that the ARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Senate Bill (SB) 1368, a companion bill to AB 32, requires the California Public Utilities Commission (PUC) and CEC to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

In October 2006, former Governor Schwarzenegger issued an Executive Order in which he designated the Cal/EPA Secretary with the primary responsibility for implementing AB 32 (rather than providing the ARB with unfettered discretion as the law required). In late December, the Governor announced the members of a blue-ribbon Market Advisory Committee board to devise approaches to develop a market for carbon trading. More developments are likely as the Governor and the Legislature determine who has primary responsibility for implementation and the relationship between regulations and market-based mechanisms. Because, the intent of AB 32 is to limit 2020 emissions to the equivalent of 1990, and the present year (2007) is near the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of greenhouse and not just new general development projects.

In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that

could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

Setting – Existing State-Wide Greenhouse Gas Emissions. In December 2006, the California Energy Commission published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*. This report indicates that California is the second largest emitter of greenhouse gasses in the United States next to Texas. This is largely a result of the number of people living in a large state, as opposed to a small state such as Rhode Island. California generates about half as much CO₂ emissions as Texas. When considering fossil fuel emissions at the individual person level, California is second lowest in the nation in per capita CO₂ emissions with only the District of Columbia lower. Between 1990 and 2000, California's population grew by 4.1 million people and during the 1990 to 2003 period, California's gross state product grew by 83 percent (in dollars, not adjusted for inflation). However, California's greenhouse gas emissions grew by only 12 percent between 1990 and 2003. The report concludes that California's ability to slow the rate of growth of greenhouse gas emissions is largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. In fact, the State's programs and commitments lowered its greenhouse gas emissions rate of growth by more than half of what it would have been otherwise.

Impacts – Greenhouse Gas Emissions. No air agency, including the VCAPCD, or municipality, including the City of Oxnard, has yet established project-level significance thresholds for GHGs emissions. Thus, emissions of GHGs can be quantified, but should not be used to determine significance under CEQA. Furthermore, the regulations required to meet the goal under AB 32 of reducing emissions to 1990 levels by 2010 are still under development, expected to be finalized by January 1, 2008, and implemented no later than January 1, 2010. The list of discrete early action measures that can be adopted and implemented before January 1, 2010, was adopted by the ARB in June, 2007. The three early action measures focus on major State-wide contributing sources and industries, not on individual development projects or practices. These three measures are: 1) a low-carbon fuel standard; 2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and 3) increased methane capture from landfills. At this time, there is no single criterion by which the implementation of a project can be judged to support or hinder attainment of the State's goals. The project's emissions are below the adopted thresholds for NO_x and ROC, and a possible GHG threshold being considered would use the same threshold, resulting in no significant impact, if that GHG threshold is adopted. In the absence of an adopted GHG threshold, no impact determination is made for the project.

Compliance with Strategies. The consistency of the proposed project with the strategies from the 2006 CAT Report is evaluated in the following Air Quality Table. As shown in the following table, the project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California.

**Air Quality Table:
 Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies.**

Strategy	Project Consistency
<i>California Air Resources Board</i>	
<u>Vehicle Climate Change Standards</u> AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	Consistent. The vehicles that travel to and from the Project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
<u>Diesel Anti-Idling</u> In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Consistent. Current State law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries or service calls to the project site are subject to this state-wide law.
<u>Hydrofluorocarbon Reduction</u> 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	Consistent. This strategy applies to consumer products. All applicable products would comply with the regulations that are in effect at the time of manufacture.
<u>Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore)</u> Require all new transportation refrigeration units (TRU) to be equipped with electric standby. Require cold storage facilities to install electric infrastructure to support electric standby TRUs. Off-road Electrification Port Electrification	Not applicable. Not applicable. Not applicable. Not applicable.
<u>Manure Management</u> Improved management practices, manure handling practices, and lagoon/liquid waste control options.	Not applicable.
<u>Semi Conductor Industry Targets</u> Emission reduction rules for semiconductor operations.	Not applicable.
<u>Alternative Fuels: Biodiesel Blends</u> ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	Consistent. The diesel vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.
<u>Alternative Fuels: Ethanol</u> Increased use of E-85 fuel.	Consistent Future users of the project site could purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity.

<p><u>Heavy-Duty Vehicle Emission Reduction Measures</u> Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.</p>	<p>Consistent. Any heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.</p>
<p><u>Reduced Venting and Leaks on Oil and Gas Systems</u> Improved management practices in the production, processing, transport, and distribution of oil and natural gas.</p>	<p>Not applicable.</p>
<p><u>Hydrogen Highway</u> The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.</p>	<p>Not applicable.</p>
<p><u>Achieve 50% Statewide Recycling Goal</u> Achieving the State’s 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.</p>	<p>Consistent. As discussed in Section P (Utilities and Service Systems), Impacts Found to be Less Than Significant, Solid Waste, the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling bins will be provided on-site to promote recycling of paper, metal, glass, and other recyclable material.</p>
<p><u>Landfill Methane Capture</u> Install direct gas use or electricity projects at landfills to capture and use emitted methane.</p>	<p>Not applicable.</p>
<p><u>Zero Waste – High Recycling</u> Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.</p>	<p>Consistent. As discussed in Section P (Utilities and Service Systems), Impacts Found to be Less Than Significant, the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling bins will be provided at the project site to promote recycling of paper, metal, glass, and other recyclable material. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.</p>
<p><i>Department of Forestry</i></p>	
<p><u>Forest Management</u> Increasing the growth of individual forest trees, the overall age of trees prior to harvest, or dedicating land to older aged trees.</p>	<p>Not applicable.</p>
<p><u>Forest Conservation</u> Provide incentives to maintain an undeveloped forest landscape.</p>	<p>Not applicable.</p>
<p><u>Fuels Management/Biomass</u> Reduce the risk of wildland fire through fuel reduction and biomass development.</p>	<p>Not applicable.</p>
<p><u>Urban Forestry</u> A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p>Consistent. The landscaping proposed for the project would include new trees.</p>

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<u>Afforestation/Reforestation</u> Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Not applicable.
<i>Department of Water Resources</i>	
<u>Water Use Efficiency</u> Approximately 19% of all electricity, 30% of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
<i>Energy Commission (CEC)</i>	
<u>Building Energy Efficiency Standards in Place and in Progress</u> Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
<u>Appliance Energy Efficiency Standards in Place and in Progress</u> Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Consistent. Under State law, any appliances that are purchased for the project would be consistent with energy efficiency standards that are in effect at the time of manufacture.
<u>Fuel-Efficient Replacement Tires & Inflation Programs</u> State legislation established a statewide program to encourage the production and use of more efficient tires.	Consistent. City residents that might use the project site could purchase tires for their vehicles that comply with state programs for increased fuel efficiency.
<u>Cement Manufacturing</u> Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not applicable.
<u>Municipal Utility Energy Efficiency Programs/Demand Response</u> Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	Not applicable.
<u>Municipal Utility Renewable Portfolio Standard</u> California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.	Not applicable.
<u>Municipal Utility Combined Heat and Power</u> Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.	Not applicable.
<u>Municipal Utility Electricity Sector Carbon Policy</u> State agencies to address ways to transition investor-owned utilities away from carbon-intensive electricity sources.	Not applicable.
<u>Alternative Fuels: Non-Petroleum Fuels</u> Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	Not applicable.

<i>Business, Transportation and Housing</i>	
<p><u>Measures to Improve Transportation Energy Efficiency</u> Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools, information that advance cleaner transportation and reduce climate change emissions.</p>	Not applicable.
<p><u>Smart Land Use and Intelligent Transportation Systems (ITS)</u> Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.</p>	<p>Consistent. The project is an infill development adjacent to arterial roads along which transit service currently is provided.</p>
<i>Department of Food and Agriculture</i>	
<p><u>Conservation Tillage/Cover Crops</u> Conservation tillage and cover crops practices are used to improve soil tilth and water use efficiency, and to reduce tillage requirements, labor, fuel, and fertilizer requirements.</p>	Not applicable.
<p><u>Enteric Fermentation</u> Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.</p>	Not applicable.
<i>State and Consumer Services Agency</i>	
<p><u>Green Buildings Initiative</u> Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.</p>	<p>Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards.</p>

<i>Public Utilities Commission (PUC)</i>	
<u>Accelerated Renewable Portfolio Standard</u> The Governor has set a goal of achieving 33 percent renewable in the State’s resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Not applicable.
<u>California Solar Initiative</u> The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Consistent. The project will not create additional demand for natural gas. Solar panels are not currently proposed as part of the project. However, in the future, the project proponent may have the option of installing solar panels depending on the availability of funding.
<u>Investor-Owned Utility Programs</u> These strategies include energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utilities.	Not applicable.
Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2007.	

4) Carbon Monoxide (CO) Hot Spots and Sensitive Receptors. Projects generating 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. The URBEMIS model estimates that the project may generate up to 0.43 tons per year (or 2.4 pounds per day) of CO gas when the park becomes fully operational, such as from vehicles idling in the parking lots or maintenance vehicles. However, the current existing traffic levels on Fifth and Second Streets and H and K Streets are several thousand trips per day, and those vehicles would be the primary generators of CO gases in the vicinity. **Therefore, any project impacts would be considered less than significant.**

Sensitive receptors are defined as young children, ill persons, elderly persons, hospitals, and others with respiratory conditions. Sensitive receptors may include some residents in the existing neighborhoods located in the vicinity of the project site. The nearest residences would be more than 100 feet from any vehicles that might be on the park site; however, the current existing traffic levels on 2nd and 5th Streets and H and K Streets far exceed the potential trip generation attributable to the park site. Although incidents of minor and temporary exposure might occur, it is not considered exposure to a substantial level of pollutant concentration. **Therefore, any project impacts would be considered less than significant.**

5) Odors are typically associated with industrial type land uses (e.g. manufacturing, chemical production or processing, energy production, livestock, etc.). Noxious odors are not anticipated to occur from recreational or open space types of land uses. **Therefore, there will be no project impact.**

Cumulative Development:

1-5) Anticipated future cumulative projects, including the Teal Club Specific Plan, will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and 2030 General Plans. Development within CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR* and overriding considerations are made for the adverse cumulative impacts of non-attainment of Federal and State air quality standards and emissions of Greenhouse Gases citywide over 20 years.

Mitigation Measure(s):

- C-1 The 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 times 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, 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 off-site 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 soil area, and active portions of the construction site, including unpaved on-site 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 on-site 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. hourly average wind speeds exceeding 30 mph), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site.
- 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.

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C-8 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

Required Monitoring: Planning and Development Services staff shall verify that all dust control measures (C-1 through C-8) are included on the grading plans. The Building Official, or designee, will monitor all applicable measures in the field until construction is completed.

Result After Mitigation: Less than significant.

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"/>
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (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"/>
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? (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"/>

Discussion:

1, 4) The proposed project would result in the redevelopment of sports fields and the former Oxnard High School campus on approximately 30 acres of land completely surrounded by urban development. The *2020 General Plan* and *2020 General Plan EIR*, as well as the *Draft 2030 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* do not identify any species of plants or animals which are considered to be endangered, threatened, or sensitive on or adjacent to the project site. The project site has several grassy turf fields actively used for baseball, soccer, football, and general public use, plus several existing buildings formerly a part of the high school campus. The project site is not designated nor determined to be an Environmentally Sensitive Habitat Area (ESHA). No wildlife corridors have been identified in the area, and the project will not interfere 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. No mitigation measures are required or recommended. **Therefore, there will be no project impacts to these biological resources.**

2, 3) The proposed project will not have any adverse effect on any riparian habitat or other sensitive natural community as identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. There are no federally protected wetlands that occur on or adjacent to the project area. No mitigation measures are required or recommended. **Therefore, there will be no project impacts to these biological resources.**

5 & 6) The proposal will not conflict with any local policies or ordinances that protect biological resources, or a Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Several existing healthy trees will remain on the site after development. No mitigation measures are required or recommended. **Therefore, no project impacts are expected to occur.**

Cumulative Development:

1-6) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General Plan EIR*) and *Draft 2030 Oxnard General Plan* (as reviewed by the *Draft 2030 Oxnard General Plan EIR*), and would not create adverse cumulative impacts to biological resources. The possible development of the Teal Club Specific Plan area may lead to unknown biological impacts as site-specific biological studies have not yet been completed as part of the Teal Club Specific Plan EIR. The Teal Club Specific Plan is in agricultural production and is not located in a designated habitat area or conservation area.

Mitigation Measure(s): None Required.

Monitoring: None Required.

Result After Mitigation: Not Applicable.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1) The project site does not contain any historical structures or resources, and was previously disturbed during construction of the Oxnard High School, as well as seasonal disturbance from prior agricultural activities pre-dating the high school. According to the 2020 General Plan EIR (page 4.11-3), historical structures in the City of Oxnard are generally located within the Cultural Heritage District and Heritage Square in the downtown area. **Therefore, no project impact is anticipated.**

2, 4) The site was previously developed as the Oxnard High School, and prior to the school campus the site was in agricultural production. The development of the project may require subsurface excavation, re-compaction, and minor grading of the athletic fields and/or building pads, and therefore the potential exists that previously unknown subsurface artifacts or deposits might exist on-site that could be disturbed by grading and other subsurface activities. No evidence is available to suggest the project site has been used for ancient or pre-California human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Although it is not expected that subsurface artifacts will be present, mitigation measures E-1 and E-2 are included as precautions in the event that any subsurface discoveries are made, and will ensure that any impact would be less than significant. Mitigation measures E-1 and E-2 are standard for development projects, and are sufficient to address any potential impacts. **Therefore, no project impact is anticipated.**

3) Regarding paleontological resources, the 2020 General Plan EIR (page 4.11-2) indicates that the Oxnard Plain Basin as a whole is comprised of recent alluvial deposits which due to their geologic youth do not contain fossils. Therefore, paleontological resources are not expected to occur on the project site. No mitigation measures are required or recommended. **Therefore, no project impact is anticipated.**

Cumulative Development:

1-4) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General and Draft 2030 Oxnard General Plan Program EIR*), and would not create adverse cumulative impacts to biological resources. The possible development of the Teal Club Specific Plan area may lead to unknown biological impacts as site-specific studies have not yet been completed as part of the Teal Club Specific Plan EIR.

Mitigation Measure(s): The following mitigation measures were included in the previous Mitigated Negative Declaration (MND #05-09) for the project, and shall continue to be applicable to the project.

E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or his successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the survey.

E-2 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning 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 permits.

Monitoring: Planning staff will review the Native American monitoring contract prior to issuance of any grading permits. Planning staff will ensure the monitoring reports are received prior to Planning Division inspection for final building permit sign-off. Development Services staff will monitor on-site construction activities, as necessary.

Result after Mitigation: With implementation of the above mitigation measures, the project will not result in any potentially significant adverse effects on the environment related to cultural resources.

F. GEOLOGY & 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1, 3) The City of Oxnard is located in an area that has a high potential for seismic ground shaking (*2020 General Plan*, Fig. IX-2). The *2020 General Plan* Safety Element, Table IX-1 and Fig. IX-2, lists fault systems that are located in the vicinity of the City of Oxnard. There are no known active faults within the City limits, and the property is not located in or adjacent to an Earthquake Fault Zone. The project site is within an area that has Moderate to High Potential for Liquefaction. The project site is not on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, or potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. The project will be required to comply with the design standards and construction techniques of the applicable California Building Codes, which will be adequate to minimize any effects from seismic events. No mitigation measures are required or recommended. **Therefore, the impact is expected to be less than significant.**

2, 4) The project site does not have substantial soil erosion or experience loss of topsoil, and is not located on expansive soils. The site will be graded during construction of the project, and proposed landscaping will preserve topsoil after completion of construction. No mitigation measures are required or recommended. **Therefore, there will be no project impact.**

Cumulative Development:

1-4) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts to geology and soils. The possible development of the Teal Club Specific Plan area may lead to unknown geology and soils as site-specific studies have not yet been completed as part of the Teal Club Specific Plan EIR.

Mitigation Measure(s): None Required.

Monitoring: None Required.

Result After Mitigation: Not Applicable.

G. HAZARDS & 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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: The information in this section is based on the *Aircraft Hazard and Land Use Risk Assessment* (July 2011), prepared by LSA Associates, Inc., and the data, conclusions and recommendations contained therein are hereby incorporated by reference.

1, 2, 3) The project will not utilize, store, or transport any significant amounts of hazardous materials or substances. Park maintenance may involve hazardous chemicals typical for park maintenance (e.g. fertilizer, pesticide, cleaning solvents, etc.), but is not expected to create any significant hazards to the public or the environment through the routine transport, use or disposal of hazardous materials. The project will not emit or dispose of any hazardous materials during or after construction. The proposed project will not create any significant hazards through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In 2009, a demolition permit was issued for the removal of one underground storage tank approximately 2500 gallons in size (for the storage of fuel oil for the previous use on the property) near the northeast corner of the gymnasium building. There was no evidence or other indication that any contamination or leakage had occurred around the tank, and no reason to perform any remediation activity on the site. **Therefore, there will be no project impacts.**

4) The project site is not on the list of hazardous materials and remediation sites pursuant to Government Code §65962.5. **There will be no project impact.**

5) Pursuant to City Code §16-294, an Aircraft Hazard & Land Use Risk Assessment report was prepared for the project, and estimated the approximate risks. Future users and workers in the park will not experience high or significant safety risks or aircraft noise, but would be exposed intermittently to passing aircraft that are flying at an elevation of several hundred feet. According to National Transportation Safety Board (NTSB) accident data as cited in the CalTrans *Airport Land Use Planning Handbook*, the substantial majority of aircraft approach accidents that occur off-airport are situated within 1000 feet of the extended centerline of the runway. Over the most recent ten-year period, 2000-2010, Oxnard Airport had four off-site accidents listed in the NTSB database, or a rate of 0.4 accidents off-airport per year, for a 1.5% chance per year of an accident on the project site. Indeed one non-fatal accident did occur on the project site during the last ten years, which an FAA investigation (NTSB report number LAX08LA263) determined was the result of an experimental WW-II replica kit plane that was powered by a Chevrolet V-8 reciprocating engine (the reason for the loss of engine power was not determined).

According to the *Aircraft Hazard and Land Use Risk Assessment* report prepared for the project, over an estimated 50-year life of the project, the probability of an accident on the project site is estimated to be approximately 50% for the existing Runway Protection Zone (RPZ) and 60% for the future RPZ. According to data from the *Airport Land Use Planning Handbook*, approximately 0.11% of general aviation accidents result in a fatality to persons on the ground, and 0.13% of accidents resulted in injuries. Therefore, while the chances of an on-site accident may be on the order of 50% in 50 years, the chances of a resulting fatality are 0.55%. In terms of annual risk to persons on the site, utilizing the existing runway threshold, the chance is 0.0016% ($1.48\% \times 0.11\% = 0.00163\%$) or roughly 1.6 ($0.000163 \times 100,000 = 1.6$) per 100,000 persons. The annual estimated risk for the future runway displacement threshold would be 0.002145% ($1.95\% \times 0.11\% = .002145\%$) or roughly 2.1 ($0.0002145 \times 100,000 = 2.145$) per 100,000 persons.

Assuming a 50-year project life, there is an approximately 50% chance of an accident on the project site, however, such accidents are not considered likely to result in injuries or fatalities on the ground. The estimated risk of ground fatalities resulting from an aircraft accident within the next 50 years is 1.6 (existing RPZ) or 2.1 (future RPZ) persons per 100,000 population. Comparing the estimated risk to U.S. annual mortality data obtained from the Centers for Disease Control & Prevention, the annual risk is comparable to accidental drowning (1.1 per 100,000), and less risky when compared to the mortality rates of falls (7.5 per 100,000), alcohol-induced causes (7.7 per 100,000), accidental poisoning (9.9 per 100,000), automobile accidents (14.6 per 100,000), and homicide by firearm (4.2 per 100,000). The CDC data represent actual mortality rates, while the calculated risk for an aircraft accident is an *estimate* of future probability and cannot be predicted with great certainty.

Table of Mortality Rates and Comparative Risk

<i>Type of Incident</i>	<i>Estimated Annual Risk (mortality rate per 100,000 population)</i>
Accidental Drowning	1.1
Aircraft Accident (existing RPZ)*	1.6
Aircraft Accident (future RPZ)*	2.1
Homicide by Firearm	4.2
Falls	7.5
Alcohol-Induced Causes	7.7
Accidental Poisoning	9.9
Automobile Accidents	14.6

Source: CDC. *Worktable 250R. Death Rates for 113 Selected Causes: U.S., 2007.*

* LSA Associates, Inc. (July 2011). *Aircraft Hazard and Land Use Risk Assessment.*

The proposed project will dedicate an avigation easement to Ventura County for the Oxnard Airport, as recommended by the Airports Director. The dedication of an avigation easement (mitigation measure G-1) will grant to Ventura County sufficient interest to satisfy the requirements imposed by the FAA to operate the airport, and mitigate any potentially incompatible environmental effects (such as aircraft flying at low altitude through the airspace of the subject property; and noise, vibration, and other effects from aircraft). Mitigation measure G-1 will ensure that no conflicts arise in terms of environmental effects (e.g. noise, vibration, and other intermittent annoyances associated with aircraft flyover). **Therefore, with mitigation, the project impacts will be less than significant.**

The Federal Aviation Administration (FAA) has reviewed the project and prepared aeronautical studies to evaluate the project's consistency with Title 14 of the Code of Federal Regulations (CFR) Federal Aviation Regulations (FAR) Part 77 ("Objects Affecting Navigable Airspace") for safety in terms of airspace around the airport. At the time of this writing, the FAA has issued letters of Determination of No Hazard to Air Navigation for a majority of the structures proposed for the site (the remaining structures are currently under review). The proponent will be required to comply with all applicable Part 77 requirements, and file an FAA Form 7460-2 (Notice of Actual Construction or Alteration) at the time of construction. The FAA has required that several light poles not exceed 25 feet in height above ground level. The FAA's requirements

per 14 CFR Part 77 shall be imposed as mitigation measures on the project (see mitigation measures G-2 and G-3). **Therefore, after mitigation, the project impact is expected to be less than significant.**

The proposed project will install underground utility and electricity lines to serve the site, and in conjunction with the project Southern California Edison will remove a total of six 40-foot high utility poles and related power lines along the easterly side of K Street. The power lines are aligned in the north-south direction, and are perpendicular to the extended runway centerline (imaginary line in east-west direction). The existing 40-foot high poles and power lines potentially penetrate the airspace surfaces defined in 14 CFR Part 77 (the Part 77 surface is approximately 30 feet above ground level at the westerly boundary of the project site adjacent to K Street, according to Figure 4 of the *Aircraft Hazard & Land Use Risk Assessment*). Removal of the Edison poles and power lines will effectively eliminate those obstructions from the Central Portion of the RPZ, thereby improving the conditions on the ground and facilitating future operations at the airport. Therefore, the project will not result in a safety hazard for people using or working in the project area.

6) The project is not in the vicinity of a private airport. **Therefore, there will be no impact.**

7, 8) The project will not interfere with an adopted emergency response plan or emergency evacuation plan. The existing surrounding streets, including Fifth Street, would facilitate orderly evacuation of the project site and vicinity in the event of an emergency. No wildlands exist in the vicinity of the project site, and the development of the site will not result in any hazards related to wildland fires. The City's Fire Department maintains emergency evacuation plans and other emergency preparedness plans, and has reviewed and accepted the proposal. **Therefore, there will be no project impacts.**

Cumulative Development:

1-8) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative hazards and hazardous materials impacts.

Mitigation Measure(s):

- G-1 The City of Oxnard shall grant to the County of Ventura an aviation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Aviation Easement.
- G-2 Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division.

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- G-3 Prior to final sign-off of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division within five days after the construction reaches its greatest height.
- G-4 If aviation marking and/or lighting are accomplished on a voluntary basis, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.

Monitoring: Planning Division staff shall verify compliance during review of construction drawings in Plan Check.

Result After Mitigation: Less than significant impact.

H. HYDROLOGY & 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. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff, in a manner which would result in substantial erosion or siltation on- or off-site? (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. 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"/>
6. 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"/>

H. HYDROLOGY & WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
7. 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"/>
8. 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"/>
9. 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"/>
10. 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: The information in this section is based on the *Preliminary Drainage Report for Campus Park* (December 22, 2010), prepared by Penfield & Smith Engineering, and the data, conclusions and recommendations contained therein are hereby incorporated by reference.

1) The project will construct two pre-fabricated restroom facilities that will be connected to underground wastewater lines on-site, that will ultimately connect to the existing wastewater system adjacent to the site. The project will be constructed in compliance with Best Management Practices (BMP’s) and will avoid and minimize any potential violations of water quality standards or waste discharge requirements. The proposed improvements may generate trash, surface oils, debris and sediment. The BMP selected for this site is the installation of vegetated swales (VEG-3) from the “*Technical Guidance Manual for Storm Water Quality Control Measures*” (Ventura Countywide Stormwater Quality Management Program, May 2010). All affected hardscape drainage from the development will be treated before being conveyed to the storm drain system. Each vegetated swale was designed specifically to meet the design treatment standards and comply with the MS4 permit. Calculations of runoff volumes contained in the *Preliminary Drainage Report for Campus Park* verify the efficacy of the proposed design.

Temporary impacts from grading and construction activities, such as dirt and silt being tracked off-site and ultimately draining into the storm drain system, could occur if not properly managed. The proposed project will be required to comply with the National Pollutant Discharge Elimination System (NPDES) program, which will result in cleaner water being directed into the City’s storm drain system. Compliance with Best

Management Practices (BMP's) will avoid and minimize any potential violations of water quality standards or waste discharge requirements. In order to comply with the NPDES requirements for a permit to discharge any water, a project that disturbs five acres or more must prepare a Storm Water Pollution Prevention Plan (SWPPP) which is now a standard requirement for such projects. A SWPPP outlines both a plan to control storm water pollution during construction (e.g. sandbagging the perimeter of the project site to prevent dirt from draining from the site; filtration devices placed in front of storm drains adjacent and downstream from the project site; tire cleaning devices placed on-site at driveways to prevent dirt from being tracked into streets; etc.) and after construction is complete. A SWPPP will be required for this project, and is subject to review and approval by the City of Oxnard Development Services Division (Public Works/Engineering) in order to verify compliance with applicable NPDES requirements. No mitigation measures are required or recommended in addition to standard requirements. **Therefore, water quality impacts are expected to be less than significant.**

2) The proposal is an in-fill project will increase demand for water, primarily for irrigation purposes, plus potable water for domestic uses such as drinking fountains, food preparation, maintenance work, and other ancillary facilities. The project area 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 continued delivery of high-quality water to the area has been initiated through the Groundwater Recovery Enhancement and Treatment (GREAT) Program; a new, regional groundwater desalination facility is associated with this program and is intended to serve the cities of Oxnard and Port Hueneme. The project site will be constructed with a lateral underground line available for future use for recycled water. A pipeline for recycled water will be installed in K Street, north of Fifth Street, so that the park can connect when the recycled water becomes available. The water demand required by the proposed project is included in the *2005 Urban Water Management Plan* which documents adequate long-term supply. The City's projected water supplies will meet the City's projected demand during normal, single dry, and multiple dry years through Year 2030. This includes the proposed project as well as the anticipated cumulative development expected to occur during that time frame. For a complete discussion, refer to the *Groundwater Recovery Enhancement and Treatment (GREAT) Program, Final Program Environmental Impact Report*. No mitigation measures are required or recommended. **Therefore, project impacts are expected to be less than significant.**

In terms of groundwater recharge, the *Preliminary Drainage Report* prepared for the project states, "It should be noted that since the impervious area is reduced in the proposed condition, runoff generated onsite is decreased from the existing condition" (page 6). Storm water will infiltrate unimpeded on the site, and will encourage groundwater recharge. **Therefore, project impacts are expected to be less than significant.**

3, 4, 5, 6) The project site is flat and surrounded by urban uses. No river or stream is located on or adjacent to the site, and development will not alter the course of any waterways. Redevelopment of the property will not substantially alter the existing drainage pattern of the site or area, will not increase the rate or amount of

surface runoff (runoff generated on-site is decreased from the existing condition), and will not result in substantial erosion or siltation on- or off-site. A sub-drain system will be constructed beneath the soccer fields and football field to ensure proper drainage of those portions of the site. Surface storm runoff will be treated with the implementation of vegetated swales (VEG-3) per the “*Technical Guidance Manual for Storm Water Quality Control Measures*” (Ventura Countywide Stormwater Quality Management Program, May 2010). All affected hardscape drainage from the development will be treated before being conveyed to the storm drain system. Each vegetated swale was designed specifically to meet the design treatment standards and comply with the MS4 permit. Calculations of runoff volumes contained in the *Preliminary Drainage Report for Campus Park* verify the efficacy of the proposed design. Should there be a need to provide on-site infiltration, possible solutions are discussed in the *Preliminary Drainage Report*. The project will not 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. The project will not otherwise degrade groundwater quality in any substantial manner. As compliance with the Ventura Countywide Stormwater Quality Management Program and NPDES is a standard requirement for all such projects, no mitigation measures are required or recommended. **Therefore, project impacts are expected to be less than significant.**

7, 8, 9, 10) The proposed project site is not located in a 100-year flood plain (see Figure IX-3 in the *2020 General Plan*), and will not 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. The project site is not located within or near any area that may be subject to inundation by a tsunami, seiche, or mudflow. **There will be no project impacts.**

Cumulative Development:

1-10) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have water supply and hydrology impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts. The possible development of the Teal Club Specific Plan will require its own Water Supply Assessment study at part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.

Monitoring: Not applicable.

Result After Mitigation: Not applicable.

I. LAND USE & PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use)	<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? (2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The information in this section is based in part on the *Noise Impact Analysis* (July 2011) and the *Aircraft Hazard and Land Use Risk Assessment* (July 2011) prepared by LSA Associates, and hereby incorporated by reference.

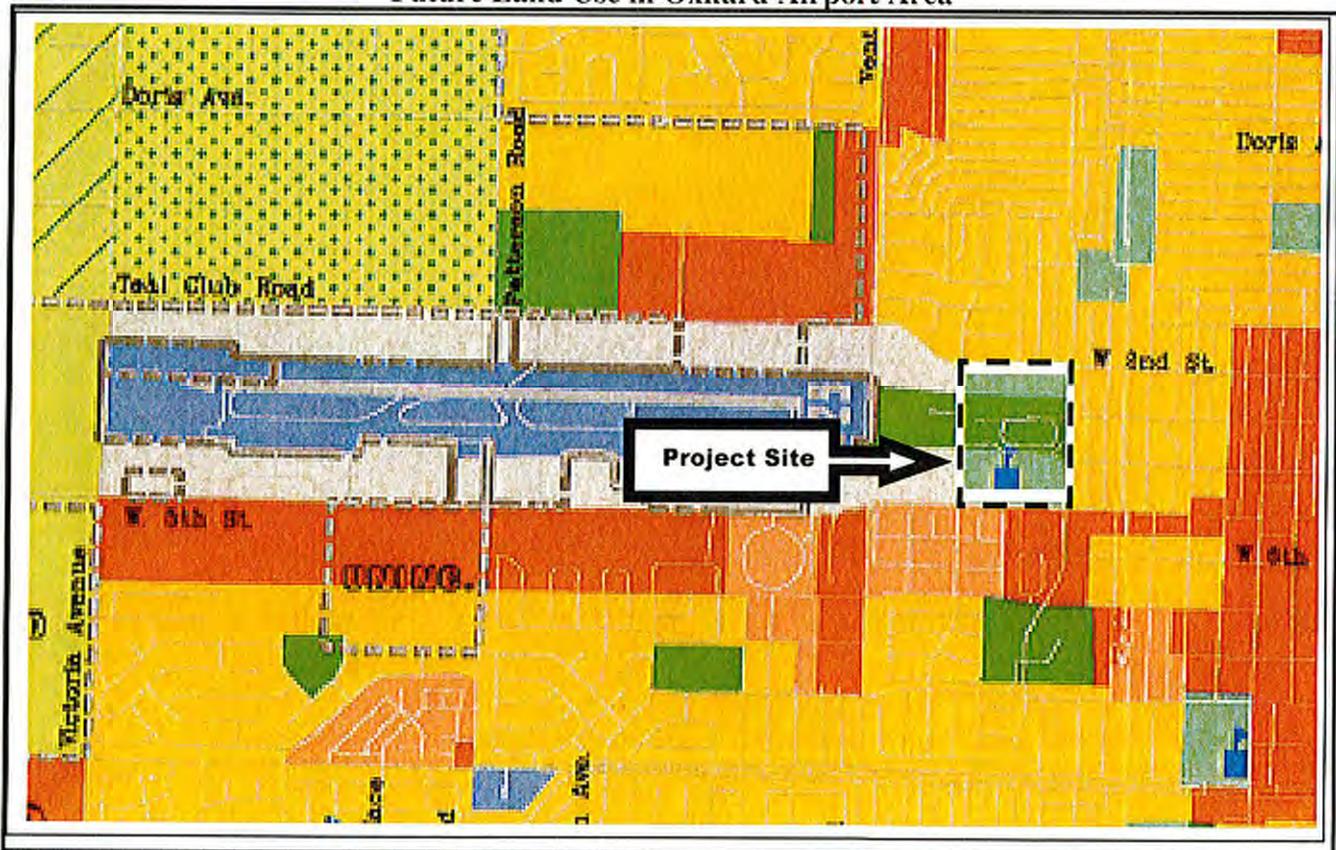
1, 3) The project site is in the Multiple Family Residential (R-2) zone of the Oxnard Zoning Map (see Figure 4) and surrounded by urban development. Existing single-family residential neighborhoods are located to the north, east, and south. Oxnard Fire Station No. 1 is located across K Street to the southeast of the project site. Other uses to the west across K Street include a National Guard facility, a church, a lodge meeting hall, and administrative offices of the Oxnard Union High School District. The site is surrounded by residential, retail, and airport-related uses, and will not physically divide an established community. No habitat conservation plan or natural community conservation plan exists for the project site. **Therefore, there will be no project impacts.**

2) The project site is within the Oxnard Airport Sphere of Influence, and is therefore subject to review by the Ventura County Airport Land Use Commission. The project site is approximately 1,768 feet east of Runway 25's threshold at the Oxnard Airport, and is subject to regular overflights of aircraft arriving and departing the Oxnard Airport. Approximately 80 percent of the project site is within the existing Outer Safety Zone, and the remaining 20 percent within the existing Runway Protection Zone (portion adjacent to K Street). The County of Ventura's *Airport Comprehensive Land Use Plan for Ventura County* discusses environmental effects in terms of noise compatibility, airspace protection, and safety compatibility. No potentially significant environmental effects have been identified in the project *Noise Impact Analysis* (LSA Associates, July 2011) or the *Aircraft Hazard and Land Use Risk Assessment* (LSA Associates, July 2011). The FAA's Obstruction Evaluation Division reviewed the proposed project, and has issued letters of "Determination of No Hazard to Air Navigation" for a majority of the proposed structures.

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Airport Comprehensive Land Use Plan – Ventura County’s *Airport Comprehensive Land Use Plan*, Exhibit 3C (“Future Land Use Plan in Oxnard Airport Area”), designates the project site for Parks and Public/Semi-Public land uses. The school denoted on Exhibit 3C has since been removed and relocated, many of the structures removed from the property, and the property has since been utilized continuously as sports fields and park uses. The *Airport Comprehensive Land Use Plan* places a majority of the project site within the existing Outer Safety Zone, and a narrow portion of the site adjacent to K Street within the existing Runway Protection Zone. The Outer Safety Zone allows parks as conditionally acceptable land uses, with maximum structural coverage not exceeding 25% of the site area (see Table A2 – Recommended Land Use Compatibility Guidelines in Air Safety Zones for Civilian Airports, *Airport Comprehensive Land Use Plan*). The proposed redevelopment of the site will not include any construction of large structures, and structural coverage will not exceed 25% of the site area. The applicant has agreed to mitigate the impact by providing an aviation easement over the subject parcel(s) to Ventura County for overflights of aircraft.

Future Land Use in Oxnard Airport Area



Source: Ventura County, *Airport Comprehensive Land Use Plan*, Exhibit 3C - “Future Land Use Plan in Oxnard Airport Area.”

The project site's General Plan designation as Park (PK) is identified in the *2020 General Plan* as well as the *Draft 2030 General Plan*. The project site has been designated as a Multiple-Family Residential (R-2) zone for several years, and the R-2 zone allows the development of residential uses with densities ranging between 7 to 12 dwelling units per acre. The maximum development potential for the subject property would be 360 dwelling units for the 30-acre site. Development could potentially have approximately 2,880 (360 x 4.0) persons, using the Citywide average of about four persons per household from Census 2010. Therefore, the proposed park would not be a more intense land use than a potential residential development. The park would be utilized sporadically depending on time of day and season of the year, and therefore would preclude continuous occupancy (i.e. no persons living on the site and no persons on the site during the overnight hours). The R-2 zoning allows parks, subject to approval of a Conditional Use Permit, and allows the Planning Commission to impose conditions of approval (e.g. closing the park during overnight hours) to ensure compatibility of the proposed land use. **Therefore, the project impacts will be less than significant.**

The *Airport Comprehensive Land Use Plan* uses a land use density method that calculates the amount of structural footprint, and states, "Land use density is measured in terms of structural coverage." No new significant or large structures are proposed that would enclose or contain people (restrooms and concessions facilities are not considered significant or large structures). The existing gymnasium is proposed to remain as a legal nonconforming structure, with no expansion of the structure, and the northwest corner of the gymnasium would remain within the southeast corner of the existing RPZ. The *Airport Comprehensive Land Use Plan* also states, "Conditionally acceptable land use in the OSZ [Outer Safety Zone] and the TPZ [Traffic Pattern Zone] are also recommended to dedicate aviation easements...." The proposed project will dedicate an aviation easement to Ventura County for the Oxnard Airport, as recommended by the Airports Director. The dedication of an aviation easement (mitigation measure I-1) will grant to Ventura County sufficient interest to satisfy the requirements imposed by the FAA to operate the airport, and mitigate any potentially incompatible environmental effects (such as aircraft flying at low altitude through the airspace of the subject property; and noise, vibration, and other effects from aircraft). Mitigation measures I-1 through I-4 will ensure that no other conflicts arise in terms of environmental effects (e.g. noise, vibration, airspace and structure height, intermittent annoyances associated with aircraft). **Therefore, with mitigation, the project impacts will be less than significant.**

Ventura County currently has designated the Runway Protection Zone (RPZ) to be expanded in the future by approximately 1000 feet to the east, and in that scenario a majority of the project site would then be covered by the future expanded RPZ. The functional use of the airspace will not change, such as approach and departure pattern, glide slope, etc. (Todd McNamee, personal communication, August 18, 2011). The Ventura County Department of Airports conducted an environmental review and prepared an Initial Study pursuant to CEQA, as well as an Environmental Assessment pursuant to NEPA, and concluded that there will be no potentially significant impacts to the City's existing zoning and General Plan designations on properties surrounding the airport (including the subject property being reviewed by this Initial Study). The City's General Plan designation (Park) and zoning designation (Multiple-Family Residential, R-2) on the project site were evaluated by the County's environmental documents, and the County's *Final Initial Study and Mitigated Negative Declaration* (May 2011, page 44) determined that the RPZ relocation "is consistent with surrounding land use designations in both the General Plan 2030 and City of Oxnard Zoning Code." The document was adopted by the County Board of Supervisors on June 21, 2011. The *Airport*

Comprehensive Land Use Plan Exhibit 3C (“Future Land Use Plan in Oxnard Airport Area”) designates the project site for future Parks and Public/Semi-Public land uses, which would be consistent with the County’s *Final Initial Study and Mitigated Negative Declaration* that determined that the City’s designations as Park and R-2 zone would be consistent with the expanded RPZ.

Noise – The *Noise Impact Analysis: Campus Park* prepared for the project indicates that Campus Park will not be exposed to any noise levels exceeding the established criteria. The project will be consistent with the noise criteria listed in the Ventura County *Airport Comprehensive Land Use Plan*, Table 6-A. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City’s 2020 General Plan, the project site is located outside of the 65 dBA CNEL contour, but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. Oxnard City Code §7-184 state that properties within the Oxnard Airport noise contours are located within sound zone IV. Noise levels within this sound zone are regulated by the Draft 2030 General Plan. According to the *Draft 2030 Oxnard General Plan EIR*, all uses within the 60 CNEL airport contour are compatible with airport operations, and proposed uses in the area are conditionally compatible with the 60 CNEL contour. According to Ventura County’s *Final Initial Study and Mitigated Negative Declaration: Proposed Relocation of the Displaced Threshold on Runway 25* (May 2011), the noise model results for both 2010 and 2015 indicated that the 60 dBA CNEL contour will not extend beyond the airport boundary to the east or beyond Ventura Road. The project site is located approximately 1,500 feet east of the airport property, and therefore, it is not anticipated that park users will be exposed to any aircraft noise above 60 dBA CNEL. **Therefore, the project impacts are expected to be less than significant.**

FAA Review – The FAA’s Obstruction Evaluation Division reviewed the proposed project, and FAA staff has determined that none of the proposed structures (those determined thus far) will constitute a hazard to air navigation. The FAA Obstruction Evaluation Division prepared aeronautical studies for each structure using the requirements of 14 CFR Part 77, based on the premise that an analytical and informed judgment could be made on which obstructions are hazards (some obstructions may indeed – based on a study – not be hazards). The FAA’s airspace studies determined that the proposed structures will not be hazards. Therefore, there will be no environmental effects in terms of aerial flight, either by visual flight rules or instrument flight rules. The FAA is not requiring any marking or lighting of the proposed structures; if the applicant chooses to voluntarily light any poles, then it will be installed in accordance with FAA Advisory Circular 70/7460-1K. The existing gymnasium is currently lighted with red obstruction lights and will be in compliance with FAA Advisory Circular 70/7460-1. In terms of land use, the proposal is a redevelopment of an existing park used by the public, and a public park will be a less intense use than the previous school use or a potential residential development. In terms of airspace protection, the proposal to date meets all requirements of 14 CFR Part 77, according to the FAA’s letters of ‘Determination of No Hazard to Air Navigation.’ The County’s *Airport Comprehensive Land Use Plan* states that when a Determination of No Hazard to Air Navigation letter has been issued, then “the structure shall be permitted” (pg. 6-10). Mitigation 1-2 requires FAA review, if applicable, of the proposed structures. **Therefore, after mitigation, project impacts will be less than significant.**

Cumulative Development:

I-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative land use and planning impacts. The possible development of the Teal Club Specific Plan will require its own land use and planning analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s):

- I-1 The City of Oxnard shall grant to the County of Ventura an aviation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Aviation Easement.
- I-2 Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), if applicable, with the Federal Aviation Administration's Obstruction Evaluation Division.
- I-3 Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation.
- I-4 The Parks Department shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m.

Monitoring: Planning Division staff shall verify compliance prior to issuance of a building permit. Development Services and Planning staff shall field verify compliance during construction. Staff from the Parks Department and/or General Services Department shall be responsible for monitoring the park's operating hours and for closing the park in the evening.

Result After Mitigation: Less than significant 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) According to the Open Space/Conservation Element of the 2020 General Plan (Figure VIII-7), the project will not result in the loss of availability of mineral resources, since the project site is not located near an area of importance for mineral deposits. In the City of Oxnard, the deposits of minerals, sand, and gravel occur predominantly along the Santa Clara River Channel, along the 101 Freeway corridor, and along the eastern edge of the City extending east from Oxnard Boulevard. The project does not fall within any of the areas listed as having significant mineral deposits. Therefore, no impacts to mineral resources are expected.

Development of the subject site would not result in an increase the rate of consumption of fuel and other energy sources. During construction, energy resources would be necessary for on-site construction and grading activities, equipment operations, and transport vehicles bringing supplies to the site and hauling away debris. After construction, necessary energy resources would include electrical service for on-site lighting. No increase in use would be anticipated for the existing buildings that will remain in place. The proposal does not create any unique demand on the resources described above. Therefore, no impacts are expected on natural and mineral resources.

Cumulative Development:

1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the 2020 General Plan and Draft 2030 Oxnard General Plan Program EIR, and would not create adverse cumulative mineral resource impacts. The possible development of the Teal Club Specific Plan will require its own mineral resource analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.

Monitoring: None required.

Result After Mitigation: Not Applicable.

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 - 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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: The information in this section is based on the *Noise Impact Analysis: Campus Park* (July 2011), prepared by LSA Associates, Inc., and the data, conclusions and recommendations contained therein are hereby incorporated by reference. Community Noise Equivalent Level (“CNEL”) refers to a 24-hour time-weighted average noise metric, expressed in decibels (“dBA”), with momentary episodes of loud noise averaged with intervening periods of relatively low or quiet ambient noise. CNEL is the primary method by which noise is measured in airport noise studies in California. A complete explanation of the methodology and results of the model is provided in the *Noise Impact Analysis*.

1) Noise Levels. The City has established noise guidelines in the Noise Element of the City's General Plan, as well as Chapter 7, Article XI (Sound Regulation), of the City Code. These guidelines identify compatible exterior noise levels for various types of land uses, and the maximum allowable noise levels vary depending on the land use. Some uses, such as sirens on emergency vehicles at Fire Station No. 1 located at the northwest corner of Fifth Street and K Street, are exempt from the City's noise regulations. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's 2020 General Plan, the project site is located outside of the 65 dBA CNEL contour, but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. For open space uses and residential land uses, noise levels less than 65 dBA in outdoor areas are considered to be less than significant. The project will be affected by noise from existing vehicle traffic and aircraft flyovers, but will not exceed the noise standards contained in City Code §7-185. **Therefore, the project impacts are expected to be less than significant.**

Existing Traffic Noise – The primary source of existing noise in the vicinity of the project site is from vehicle traffic. Traffic noise ranges from low (on Second Street, H Street, and K Street) to moderate (on Fifth Street). Most of the 70 and 65 dBA CNEL contours are confined within the roadway right-of-way, except the 65 dBA CNEL contour along Fifth Street, which extends to 81 feet from the roadway centerline. This model is consistent with the Noise Element, Fig. X-1 (Existing Noise Contours), in the 2020 General Plan.

Existing (2008) Traffic Noise Levels

Roadway Segment	Average Daily Traffic (number)	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 ft. from Centerline of Outermost Lane (ft.)
2 nd St. between H St. & K St.	4,000	< 50	< 50	< 50	56.3
5 th St. between H St. & K St.	16,000	< 50	81	249	65.8
H St. between 2 nd St. & 5 th St.	9,000	< 50	< 50	65	59.8
K St. between 2 nd St. & 5 th St.	2,000	< 50	< 50	< 50	54.0

Source: *Noise Impact Analysis: Campus Park* (LSA Associates, Inc., July 2011), Table E (pg. 13).

Future Traffic Noise – Vehicle traffic will increase as population increases and other development occurs in the vicinity. The following table summarizes the projected future traffic in year 2030. Similar to the existing traffic, most of the 70 and 65 dBA CNEL contours are confined within the roadway right-of-way, except for the 65 dBA CNEL contour along Fifth Street, which extends to 110 feet from the roadway centerline. This estimate is consistent with the Noise Element, Figure X-5 (2020 Noise Contours), in the *2020 General Plan*. Some park users may be temporarily exposed to traffic noise when the people are adjacent to the street. Park users within the interior areas of the park (not less than 100 feet from public streets) will be a sufficient distance from traffic noise so that any impacts are less than significant.

Future (2030) Traffic Noise Levels

Roadway Segment	Average Daily Traffic (number)	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 ft. from Centerline of Outermost Lane (ft.)
2 nd St. between H St. & K St.	5,550	< 50	< 50	< 50	57.7
5 th St. between H St. & K St.	22,200	< 50	110	345	67.2
H St. between 2 nd St. & 5 th St.	12,488	< 50	< 50	89	61.2
K St. between 2 nd St. & 5 th St.	2,775	< 50	< 50	< 50	55.4

Source: *Noise Impact Analysis: Campus Park* (LSA Associates, Inc., July 2011), Table H (pg. 17).

Existing & Future Aircraft Noise – The existing and anticipated future noise generated by aircraft overflight is discussed in section 5 below.

2) Vibration. The project will not result in the exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels. The project is not proposing any pile-driving or other activities that may generate excessive ground-borne vibration or ground-borne noise. Temporary construction activities and equipment may generate very brief episodes of minor ground-borne vibration or ground-borne noise (e.g. transient engine revving from graders, tractors, or trenchers). The Noise Study prepared for the project did not identify any potential impacts as a result of ground-borne vibration or ground-borne noise. The only ground-borne vibration that may be experienced by park users may that from aircraft passing overhead, such as aircraft departing Runway 25 with engines at high-power in order to gain altitude (only 20% of Runway 25 operations, according to the Oxnard Airport Master Plan), and to a lesser extent from aircraft in a glide with engines at significantly lower-power while descending on approach to the airport (approximately 80% of the operations on Runway 25). Existing users of the sports fields, PAL Youth Center, and open space areas on the subject property currently are exposed to intermittent passing vibration, with no potentially significant effects. The avigation easement proposed for the project will include ancillary effects from aircraft operations (e.g. vibration, noise, odors, annoyances, etc.) related to the Oxnard Airport. No additional mitigation measures are required or recommended. **Therefore, there will be no impacts as a result of the proposed project.**

3 & 4) Increases in Ambient Noise Levels. The proposed project would not increase population in the area, nor lead to a substantial permanent increase in ambient noise levels in the project vicinity above what presently exists. The noise to be generated on the park site will increase on an intermittent basis, depending upon the types of activities and numbers of park users, and will result in periodic increases in ambient noise levels in the project vicinity. However, such intermittent episodes of loud noise will be averaged with quieter episodes, in accordance with the methodology of Community Noise Equivalent Level (CNEL).

Noise Generated by Outdoor Sports Activities – The outdoor group sports activities anticipated by the noise study are soccer, baseball, football, and track (i.e. team sports with spectators). Quieter forms of exercise by individuals were not included (e.g. walkers, joggers, Tai Chi practitioners, Frisbee, etc.). Overall, the noise from the park is not anticipated to significantly impact or exceed the existing ambient noise levels (ambient

noise is primarily generated from roadway traffic). The potential noise impacts have been studied and the results are presented in detail in the *Noise Impact Analysis* prepared for the project (see Appendix IV); the results are summarized in the following table. None of the anticipated CNEL noise levels are expected to exceed the threshold of 65 dBA, and therefore, are not considered to be potentially significant. Noise from the proposed use can be expected to increase on an intermittent basis, depending upon the type of sport and the numbers of participants and spectators, and will result in periodic increases in ambient noise levels in the vicinity. However, calculations of such episodes of loud noise include the episodes of reduced noise to obtain a 24-hour time-weighted average.

Summary of Player and Spectator Noise at Residences to the North, East, and South (dBA)

Location / Number of People / Distance / Duration	Shouting / Yelling	Loud Voices	Raised Voices	Significant Impact?
Residences East of Baseball Fields, 100 people, 630 ft., instant	56	43	34	No
Residences East of Soccer Fields, 200 people, 360 ft., instant	63	51	41	No
Residences East of Football Field, 200 people, 550 ft., instant	61	49	39	No
Residences North of Baseball Fields, 100 people, 200 ft., instant	61*	49*	39*	No
Residences North of Soccer Fields, 100 people, 360 ft., instant	62	50	40	No
Residences North of Football Field, 200 people, 1300 ft., instant	53	40	31	No
Residences South of Baseball Fields, 100 people, 1300 ft., instant	56	44	34	No
Residences South of Soccer Fields, 200 people, 200 ft., instant	57	45	35	No
Residences South of Football Field, 200 people, 195 ft., instant	62**	50**	40**	No
Residences South of Tot Lot, 50 people, 250 ft., instant	55	45	-	No

Source: *Noise Impact Analysis: Campus Park* (LSA Associates, Inc., July 2011), see Tables I through R.

* Indicates noise level after mitigation measure K-1 being implemented.

** Indicates noise level after mitigation measure K-2 being implemented.

The following mitigations are recommended by the *Noise Impact Analysis* to be included in the project:

- K-1 The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm.
- K-2 The back of bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as ¾-inch plywood, 1/4-inch Plexiglass, or masonry.

Noise Generated by Potential Dog Exercise Area – There are no existing residences to the west of the project site. Noise associated with the proposed dog park, basketball courts, and skate park would not have any significant impacts to the existing uses to the west. The potential dog exercise area will be separated from the school district maintenance yard by an 8-foot high Concrete Masonry Unit wall to the north and west. It is approximately 340 feet from existing residences to the north, 850 feet from residences to the east, 1050 feet from residences to the south. With the distance attenuation and the CMU wall noise reduction, a minimum of 25 dBA in noise reduction would be achieved to the nearest residences. Since noise from the dog exercise area would be less than 80 dBA when measured at 50 feet, the City’s most stringent exterior

noise standard (55 dBA during daytime hours) would not be exceeded at the nearest residence. No mitigation is required. Therefore, the project impacts are expected to be less than significant.

Noise Generated from Parking Lot Activities – Other on-site activities, such as parking lots, would be located more than 200 feet from the nearest residences to the south and to the west. Activities within these uses (e.g. engine starts) would potentially generate instant noise levels of up to 75 dBA (L_{max}) at a distance of 50 feet. Distance attenuation would reduce these noise levels to 63 dBA (L_{max}) or less, calculated as a 6 dBA reduction per doubling of the distance (i.e. at 100 feet and 200 feet), or in this case a 12 dBA reduction at 200 feet from the noise source. Activities within these parking lots would not result in exceeding the daytime noise standard of 75 dBA (L_{max}) in residential areas. No mitigation is required or recommended. Therefore, the project impacts are expected to be less than significant.

Residences to the north of the project site, across Second Street, would be approximately 100 feet from the north parking lot. Activities within the parking lot would potentially generate instant noise levels of up to 75 dBA (L_{max}) at a distance of 50 feet. Distance attenuation would reduce instantaneous noise to 69 dBA (L_{max}) or less, calculated as a 6 dBA reduction per doubling of the distance (i.e. at 100 feet). Activities within these parking lots would not result in exceeding the daytime noise standard of 75 dBA (L_{max}) in residential areas. The *Noise Impact Analysis* determined that the current traffic noise on Second Street between H and K Streets is 56–57 dBA, as measured 50 feet from the outermost lane, and City Code §7-185(B) establishes the ambient sound level as the standard. The General Plan Noise Element indicates that the projected noise level in Year 2020 along Second Street between H and K Streets will be 65 dBA (2020 *General Plan*, Fig. X-5), therefore, the project will be consistent. No mitigation is required or recommended. Therefore, the project impacts are expected to be less than significant.

Construction Noise – The City limits the hours of construction activities to Monday through Saturday from 7:00 a.m. to 6:00 p.m., and the City’s noise ordinance regulates the volume and intensity of noise. Construction would involve clearing, grading, foundation construction and finish construction. Compliance with the permitted construction hours would reduce the temporary construction noise to a less than significant level to the existing noise-sensitive land uses, such as residences and church land uses in the vicinity. Because of the short-term duration of grading and construction activities, plus the City’s existing noise ordinance, the potential noise impacts to adjacent residences are considered less than significant. Mitigation measures are included to reduce the potential noise impacts to the maximum extent feasible. **Therefore, project impacts are anticipated to be less than significant.**

The following mitigation measures are recommended by the *Noise Impact Analysis* to be included in the project:

- K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction.

5) Existing & Future Aircraft Noise. The property is subject to overflight of aircraft arriving and departing the Oxnard Airport (City of Oxnard 2020 General Plan, Figure X-2). However, future park users and the general public in the project area will not experience excessive aircraft noise or vibration from intermittent passing aircraft. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's 2020 General Plan, the project site is located outside of the 65 dBA CNEL contour, but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. According to Ventura County's *Final Initial Study and Mitigated Negative Declaration: Proposed Relocation of the Displaced Threshold on Runway 25* (May 2011), the noise model results for both 2010 and 2015 indicated that the 60 dBA CNEL contour will not extend beyond the airport boundary to the east or beyond Ventura Road. The project site is located approximately 1,500 feet east of the airport property boundary, and therefore, it is not anticipated that park users will be exposed to any aircraft noise above 60 dBA CNEL. The *Noise Impact Analysis* prepared for the project discusses the anticipated impacts in greater detail. The project proponent, the City of Oxnard General Services Department, will voluntarily record an avigation easement in favor of the Oxnard Airport (although not required to include noise, the document will include elements of the FAA's Model Avigation Easement which typically includes noise associated with aircraft overflights). **Therefore, project impacts are expected to be less than significant.**

6) **No impact.** The project site is not located in the vicinity or influence area of any private airstrip.

Cumulative Development:

1-6) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the 2020 General Plan and Draft 2030 Oxnard General Plan Program EIR and an overriding consideration is made for the adverse cumulative impact of noise along selected arterials and railroads and groundborne vibrations associated with railroad usage. None of the noise impacted areas is near the project site. The possible development of the Teal Club Specific Plan will require its own land use and planning analysis as part of the Teal Club Specific Plan EIR process.

The project site is located approximately 1,500 feet east of the airport property boundary, and the proposed use will not be exposed to any aircraft noise above 60 dBA CNEL or otherwise be affected by airport operations. According to Ventura County's *Final Initial Study and Mitigated Negative Declaration: Proposed Relocation of the Displaced Threshold on Runway 25* (May 2011), the noise model results for both 2010 and 2015 indicated that the 60 dBA CNEL contour will not extend beyond the airport boundary to the east or beyond Ventura Road.

Mitigation Measure(s):

- K-1 The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm.
- K-2 The back of the bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as ¾-inch plywood, 1/4-inch Plexiglass, or masonry.

- K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction.

Monitoring: Planning and Development Services staff shall verify compliance during review of construction drawings in Plan Check, prior to issuance of a building permit. Development Services inspectors shall verify compliance with the approved plans when the project is under construction.

Result After Mitigation: Less than significant impacts.

Representative Sample of Mitigation Measure K-1 (Concrete Seating Area with Mounded Grass Berm).



L. POPULATION & 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1, 2, 3) The property is a former high school campus, is currently utilized as sports fields and PAL Youth Center, and consequently no housing or people will be displaced upon redevelopment as a public park. The project will not be growth-inducing either directly or indirectly, and will serve the existing community. Therefore, there will be no impacts.

Cumulative Development:

1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and anticipated by the 2020 General Plan Draft 2030 Oxnard General Plan Program EIR), and would not create adverse cumulative impacts to population and housing. The possible development of the Teal Club Specific Plan will require its own population and housing analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.

Monitoring: None required.

Result After Mitigation: Not Applicable.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1, 2, 4, 5) The project is a component of the City’s park master plan, is located across K Street from Fire Station #1, and located within five blocks of Police Department headquarters. Existing Fire and Police staffing levels can serve the project site, and response times will not be detrimentally affected in other areas of the City. The project has been designed to include adequate fire hydrants, vehicle access, security lighting, signs, and comply with all applicable requirements of the Uniform Fire Code in order to minimize any potential impacts to fire services. The project must incorporate any mandatory Police design requirements (such as those pertaining to site security, lighting, etc.) which will increase the safety of the public. The proposed park will not otherwise result in any impacts to the City’s other public facilities such as libraries or meeting rooms. **Therefore, project impacts are expected to be less than significant.**

3) Schools. The proposed park will not result in any new demands to either the Oxnard School District (K through 8) or the Oxnard Union High School District (OUHSD). The site is a former high school campus, and the property was conveyed to the City of Oxnard in 2004 for redevelopment. **Therefore, there will be beneficial impacts to joint use school/park facilities as some amount of recreation activity is redirected to the project site from surrounding joint use school/park facilities.**

Cumulative Development:

1-5) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the 2020 General Plan and the Draft 2030 Oxnard General Plan Program EIR, and would not create adverse cumulative impacts to public services. The possible development of the Teal Club Specific Plan will require its own public facilities analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.

Monitoring: None required.

Result After Mitigation: Not Applicable.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 redevelopment into a public park is a component of the City’s park master plan, and will also implement a number of policies in the City’s 2020 General Plan. The Parks & Recreation Element (Table XIII-5) identifies a shortage of 28 acres for community parks in the central area of the City, and the proposed park is approximately 30 acres in size; therefore, the proposed park would alleviate an existing deficiency of recreational facilities and playfields in the City. The effective service radius for community parks is 1.5 miles, and the proposed location would serve the majority of residents in central Oxnard. The Parks & Recreation Element, Policy 12, states, “The City shall explore the possible use of Oxnard High School site for recreational use of the facility is relocated.” The new park could reduce the use of existing neighborhood and regional parks or other recreational facilities, and reduce or delay the physical deterioration of existing parks and facilities. No potential adverse physical effects on the environment have been identified as a result of the improvements proposed for construction. **Therefore, there will be beneficial impacts to park facilities as some amount of recreation activity is redirected to the project site from surrounding park facilities.**

Cumulative Development:

1, 2) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development or parks under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the 2020 General Plan and the Draft 2030 Oxnard General Plan Program EIR), and would not create adverse cumulative impacts to parks. The possible development of the Teal Club Specific Plan will require its own public facilities analysis as part of the Teal Club Specific Plan EIR process. The Teal Club Specific Plan is expected to include a community park of about 30 acres.

Mitigation Measure(s): None required.

Monitoring: None required.

Result After Mitigation: Not Applicable.

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 type="checkbox"/>	<input checked="" 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"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1, 2) Traffic. The proposed project will utilize existing City streets to provide access. An analysis of the potential traffic that could be generated by the proposed project was conducted using the land uses contained in the Institute of Transportation Engineer’s *Trip Generation (8th Ed.)* manual. Due to the small sample sizes and cautions contained in *Trip Generation (8th Ed.)*, different rates were selected to generate several estimates. The land uses utilized to calculate the estimates were Soccer Complex (488) and Recreational Community Center (495), both of which could accurately describe the different portions of the site in use during different sports seasons. During the months without soccer/football practices or games, the rates for Recreational Community Center would be more appropriate.

Trip Rate for Soccer Complex – Soccer complexes are outdoor parks that are used for non-professional soccer games, and may include ancillary amenities such as fitness trail, picnic grounds, basketball and tennis courts, and a playground. The rate was calculated using a total of five fields (four turf grass fields and one synthetic field). During a weekday, it could potentially generate an average of 356 daily trips (50% entering, 50% exiting). During a Saturday, it could potentially generate an average of 887 daily trips (50% entering, 50% exiting). These are summarized in the following table. These trips would be distributed throughout the day during open hours only. People would be able to access the soccer fields most easily from the parking lots on Second Street (north parking lot), H Street (central parking lot), and K Street (west parking lot).

Trip Generation for “Soccer Complex” Use

Day	Trip Rate (Avg. per Field)	Total Daily Trips		
		Entering	Exiting	Total
Weekday	71.33	178	178	356
Saturday	177.43	444	443	887

Source: ITE, *Trip Generation Manual* (8th Ed.), Land Use 488 – Soccer Complex.

Trip Rate for Recreational Community Center – Recreational Community Center use includes classes and clubs for adults and children, meeting rooms, basketball and volleyball courts, outdoor athletic fields/courts (excluding soccer fields), exercise classes, locker rooms, and snack bar. This would include the existing gymnasium and the two-story classroom building, and both structures combined total 53,877 square-feet (39,652 + 14,225 = 53,877). The potential trip generation rates are summarized in the following table. However, the facilities on the project site are operated by the Oxnard Police Activities League, and not operated as a YMCA or health club, and the ITE rates likely overestimate the actual use of the facility. These trips are already being made as these facilities are currently in use. People would typically access these facilities from K Street (west parking lot), Fifth Street (south parking lot), or H Street (central parking lot).

Trip Generation for “Recreational Community Center”

Day	Trip Rate (Avg. per 1000 sq.ft.)	Total Daily Trips		
		Entering	Exiting	Total
Weekday	22.88	616	616	1,232
Saturday	9.10	245	245	490

Source: ITE, *Trip Generation Manual* (8th Ed.), Land Use 495 – Recreational Community Center.

Total Trips – The PAL facilities may, at times, be used concurrently with the soccer fields. The hours of operation for all facilities are not proposed to operate concurrently on a daily basis as a regular part of the operation (although in the future, multiple uses may occur infrequently, such as on the weekends). Therefore, the trip generation results can be combined to provide an estimate of the overall number of trips.

Combined Total of Trip Generation Estimates

Day	Estimated Daily Trips	Combined Daily Trips		
		Entering	Exiting	Total
Weekday	356 + 1,232 =	794	794	1,588
Saturday	887 + 490 =	689	688	1,377

Intersection Level of Service – The City’s Traffic Engineer staff reviewed the proposed project, determined that the proposed use did not require a traffic impact study, and levels of service at nearby intersections will not be significantly affected. The existing street system has the capacity to accommodate the anticipated volume/capacity ratio and distribution of future traffic. Fifth Street adjacent to the project site is identified as a Secondary Arterial in the *2020 General Plan* (Fig. VI-1) and a Local Arterial in the *Draft 2030 General Plan* (Fig. 4-1). A Secondary Arterial is designed to accommodate 34,000 ADT and is intended to carry intra-city trips. A Local Arterial is designed to accommodate 25,000 ADT and is intended to serve as a route through or within neighborhoods. The existing 2008 traffic level on Fifth Street between H and K Streets was approximately 16,000 ADT (capacity of 25,000 ADT). The projected future traffic in year 2030 (from the City’s traffic model) is estimated to be approximately 22,200 ADT, and the proposed project will not exceed the volume/capacity ratio for Local Arterials.

The following improvements will be included as mitigation measures in order to improve traffic flow and Level of Service, thereby reducing the potential impact: new median in Fifth Street, re-striping of traffic lanes, new turn lanes, new bikes lanes, new street signs, new street lights and parkway landscaping. The City Traffic Engineer determined that the project’s traffic will not exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways. **Therefore, after mitigation, project traffics impacts are expected to be less than significant.**

3) Fifth Street is a major east-west thoroughfare located adjacent to the project site on the south side, and that segment is designated a Secondary Arterial in the *2020 General Plan* (Fig. VI-1) and a Local Arterial in the *Draft 2030 General Plan* (Fig. 4-1). Traffic patterns will remain the same, as existing intersections currently can serve the site and permit turns directly into the site. The City’s Traffic Engineer reviewed the proposed site layout during review by the Development Advisory Committee, and the project has been designed to avoid any substantial safety risks. **Project impacts are expected to be less than significant.**

4) The project will not substantially increase hazards due to any design features or incompatible uses. The project will utilize existing public streets and controlled intersections (e.g. traffic signals and/or traffic control signs). The City’s Traffic Engineer reviewed the proposed site layout during review by the Development Advisory Committee, and the project has been designed to avoid any substantial hazards. The proposed project will not construct any design features that might contribute to future collisions. **Therefore, no project impact is anticipated.**

5) The Development Advisory Committee (DAC) contains representatives from various City departments including Fire, Police, Public Works, Traffic, and Parks, and the DAC reviewed the project and requested changes where necessary. Appropriate access will be available for any type of emergency. The proposed site plan was modified so that emergency access driveways can provide direct vehicular access to the sports fields and all areas of the park. All drive aisles for emergency vehicles will comply with the design requirements and turn radii for emergency vehicles, and the site design has been approved by the Fire Marshal. Prior to issuance of any building permits, Development Services Department and Fire Department staff will review construction plans to ensure compliance with all standard requirements and special conditions. **Therefore, no project impact is expected.**

6) A parking study was prepared for the project, based on operational data for weekdays and weekends on a seasonal basis, and the proposal will provide adequate on-site parking. A minimum of 200 to 371 spaces are expected to be required during peak use (depending on time of year), and a total of 439 spaces will be provided. The following table summarizes the vehicle parking requirements during different seasons. The project Parking Study (see Appendix 4) provides a detailed discussion of the anticipated parking needs. **Therefore, project impacts are expected to be less than significant.**

Summary of Parking Demand Requirements

Time of Year / Time of Week / Time of Day		Peak Parking Demand	Parking Provided On-Site	Significant Impact?
February – May	Weekday, Peak Hour 4:00 p.m. – 6:00 p.m.	207	439	No
June – August	Weekday, Peak Hour 4:00 p.m. – 6:00 p.m.	200	439	No
September – December	Weekday, Peak Hour 4:00 p.m. – 6:00 p.m.	233	439	No
February – May	Weekend, Peak Hour on Sunday	315	439	No
June – August	Weekend, Peak Hour on Saturday	331	439	No
September – December	Weekend, Peak Hour on Saturday	371	439	No

Source: *Parking Analysis for Campus Park* (Penfield & Smith, Inc., November 5, 2010).

7) The proposed project will not conflict with any adopted policies, plans, or programs supporting alternative transportation (such as bus turnouts and bicycle racks). Extensive bicycle parking will be provided throughout the site for the convenience of park users and to encourage bicycle use rather than vehicle use. A total of 35 bicycle racks, accommodating 315 bikes, will be provided throughout the park. A bus turnout will be constructed adjacent to the site (north side of Fifth Street east of K Street) for the local transit service, and convenient pedestrian access will be provided to encourage its use. **Therefore, there will be no project impact.**

Cumulative Development:

1-7) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration is made for the adverse cumulative impact of traffic at five intersections that would operate at below Level of Service (LOS) C in 2030 after implementation of 2030 General Plan traffic mitigations. The project is assumed to be fully developed and operational in the 2030 General Plan citywide traffic model, and the nearest intersections below LOS ‘C’ are Five Points and C Street/Wooley Road. The possible development of the Teal Club Specific Plan will require a complete traffic analysis as part of the Teal Club Specific Plan EIR process, and buildout of the Teal Club Specific Plan is included in the 2030 General Plan citywide traffic model.

Mitigation Measure(s):

- O-1 The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development.

Monitoring: Development Services Division (Engineering and Traffic Engineering sections) staff shall verify compliance during review of improvement and construction drawings in Plan Check, prior to issuance of engineering permits. Development Services inspectors shall verify compliance with the approved plans when the project is under construction.

Result After Mitigation: Less than significant impacts.

P. UTILITIES & 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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? (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"/>
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (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"/>
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? (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"/>
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (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"/>
7. Comply with federal, state, and local statutes and regulations related to solid waste? (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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1, 2, 3) As an in-fill project surrounded by urban development, the project will create minimal additional incremental demand on existing utilities and service systems. The project will not require or result in the construction of new water or wastewater treatment facilities, expansion of existing facilities, construction of new storm water drainage facilities, or expansion of existing storm water facilities. Existing infrastructure exists adjacent to the property (in Fifth Street, Second Street, H Street, and K Street) have the ability to provide service to the project site. As noted in Section H (Hydrology & Water Quality) above, the proponent will be responsible for installing standard storm drain facilities to serve the project site and connect to existing infrastructure around the property, including on-site storm water treatment and reduction devices, that will meet the requirements of the City and the National Pollutant Discharge Elimination System (NPDES). **Therefore, project impacts are expected to be less than significant.**

4) The project will have sufficient water supplies available to serve the project from existing entitlements and resources, and the Groundwater Recovery Enhancement and Treatment (GREAT) project currently being constructed. Water service to this area is currently provided by the City's Water Division and is located within the Calleguas Water District area. The Calleguas Water District 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. A collective effort to ensure continued delivery of high-quality water to the area has been initiated through the GREAT Program; a new, regional groundwater desalination facility is associated with this program and is intended to serve the Cities of Oxnard and Port Hueneme. The water demand required by the proposed in-fill development is included in the *2005 Urban Water Management Plan* which documents adequate long-term supply. The project is the redevelopment of a site previously used as a school campus, currently used as sports fields and PAL Youth Center, and surrounded by urban development. The proposed irrigation systems will be designed for future reclaimed water, and in accordance with the City of Oxnard landscape water conservation ordinance (Ord. No. 2822), as well as Requirements for Use of Recycled Water (Ord. No. 2728). The City's projected water supplies will meet the City's projected demand during normal, single-dry, and multiple-dry years through the Year 2030. This includes the proposed project as well as the anticipated cumulative development expected to occur during that time frame. For a complete discussion, refer to section 4.14.1 and 4.14.2 of the *Oxnard Village Specific Plan (Wagon Wheel) EIR*, hereby incorporated by reference. The project site is currently located within Calleguas service boundary, annexation is not required, and the developer shall be required to pay the applicable fees in effect at the time of building permit issuance. **Therefore, project impact is anticipated to be less than significant.**

In terms of climate change effects on water supplies, numerous studies have been conducted including studies by the California Department of Water Resources, and the studies recognize that future impacts depend on the degree of global warming and that there is substantial uncertainty regarding its effect on local and regional climates. Current models being utilized are imperfect and imprecise, and there is no way to predict future temperature rise. However, global warming trends will likely have a detrimental impact on water supplies throughout California and the western United States, and California's existing infrastructure systems have not been designed for the likely future hydrologic conditions. Water suppliers in California (including the Metropolitan Water District) are addressing climate change impacts and developing policies

to prevent water shortages, including new strategies that promote conservation, groundwater recharge, and water recycling.

5) All required infrastructure currently exists around the site and can serve the proposed project. Wastewater disposal will be provided by the City’s Public Works Wastewater Division. Public Works Division staff has determined that the wastewater treatment facilities have adequate capacity to serve this project and existing urban development in the City. **Therefore, project impacts to wastewater services are considered to be less than significant.**

6, 7) The two primary landfills receiving solid waste from the City are the Toland Road and Simi Valley landfills, and both landfills have a predicted lifespan that exceeds 20 years. Construction of the proposed project is not expected to result in a temporary increase in the volume of waste deposited in local landfills during the construction phase, and no adverse impacts to solid waste disposal facilities are anticipated. Compliance with the City’s Source Reduction and Recycling regulations will ensure that any impacts will remain less than significant. Standard requirements and conditions of approval will require compliance with the City’s recycling and waste program, which is designed to manage and reduce the amount of waste being directed to landfills. The project will also be required to comply with federal, state, and local statutes and regulations related to solid waste. **Therefore, project impacts will be less than significant.**

Cumulative Development:

1-7) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (and the *Draft 2030 Oxnard General Plan Program EIR*) and would not create adverse cumulative impacts to utilities and service systems.

Mitigation Measure(s): None required.

Monitoring: None required.

Result After Mitigation: Not Applicable.

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? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1, 2, 3) The project does not 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. The project will not have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are included in the project, or the project has been modified to include or omit features that will effectively avoid any potentially significant environmental impacts.

Ventura County’s *Airport Comprehensive Land Use Plan*, Exhibit 3C (“Future Land Use Plan in Oxnard Airport Area”), designates the project site for Parks and Public/Semi-Public land uses, and no cumulative impacts are anticipated. Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and the *Draft 2030 Oxnard General Plan Program EIR*.

Mitigation Measure(s): None required.

Monitoring: None required.

Result After Mitigation: Not Applicable.

SUMMARY OF MITIGATION MEASURES

SECTION A – AESTHETICS

- A-1 All park lighting shall be designed so as not to interfere with pilot’s vision when on approach to or departure from the Oxnard Airport.
- A-2 Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain glare to within the physical boundaries of the project site.
- A-3 Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and perpendicular to the extended centerline of the nearest runway.
- A-4 When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off.
- A-5 The surface of the skate park shall be an integral-colored concrete (e.g. blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g. flat or matte in blue, beige, tan, or other approved earth-tone color).

SECTION C – AIR QUALITY

- C-1 The 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 times 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, 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 off-site 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 soil area, and active portions of the construction site, including unpaved on-site 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 on-site 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. hourly average wind speeds exceeding 30 mph), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site.
- 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 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

SECTION E – CULTURAL RESOURCES

- E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: 1) an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or his successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the survey.

- E-2 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning 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 permits.

SECTION G – HAZARDS

- G-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration’s Model Avigation Easement.
- G-2 Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration’s Obstruction Evaluation Division.
- G-3 Prior to final sign-off of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration’s Obstruction Evaluation Division within five days after the construction reaches its greatest height.
- G-4 If aviation marking and/or lighting are accomplished on a voluntary basis, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.

SECTION I – LAND USE & PLANNING

- I-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration’s Model Avigation Easement.
- I-2 Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), as may be applicable, with the Federal Aviation Administration’s Obstruction Evaluation Division.
- I-3 Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA’s letters of Determination of No Hazard to Air Navigation.
- I-4 The Parks Department shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m.

SECTION K – NOISE

- K-1 The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm.
- K-2 The back of the bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as ¾-inch plywood, 1/4-inch Plexiglass, or masonry.
- K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction.

SECTION O – TRANSPORTATION & TRAFFIC

- O-1 The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development.

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- I. Air Quality Model (URBEMIS) Results
- II. Aircraft Hazard and Land Use Risk Assessment
- III. FAA Letters (Determination of No Hazard to Air Navigation)
- IV. Noise Impact Analysis
- V. Applicant's Letter of Agreement to Accept Mitigation Measures

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX I

Air Quality Model (URBEMIS) Results

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
2012 TOTALS (tons/year unmitigated)	0.16	0.98	1.00	0.00	3.23	0.06	3.29	0.67	0.05	0.73
2012 TOTALS (tons/year mitigated)	0.16	0.98	1.00	0.00	1.83	0.06	1.89	0.38	0.05	0.44
Percent Reduction	0.00	0.00	0.00	0.00	43.41	0.00	42.64	43.38	0.00	40.18

AREA SOURCE EMISSION ESTIMATES

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
------------	------------	-----------	------------	-------------	--------------	------------

TOTALS (tons/year, unmitigated)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
0.06	0.10	0.43	0.00	0.11	0.02	58.44

TOTALS (tons/year, unmitigated)

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
0.06	0.10	0.43	0.00	0.11	0.02	58.44

TOTALS (tons/year, unmitigated)

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>
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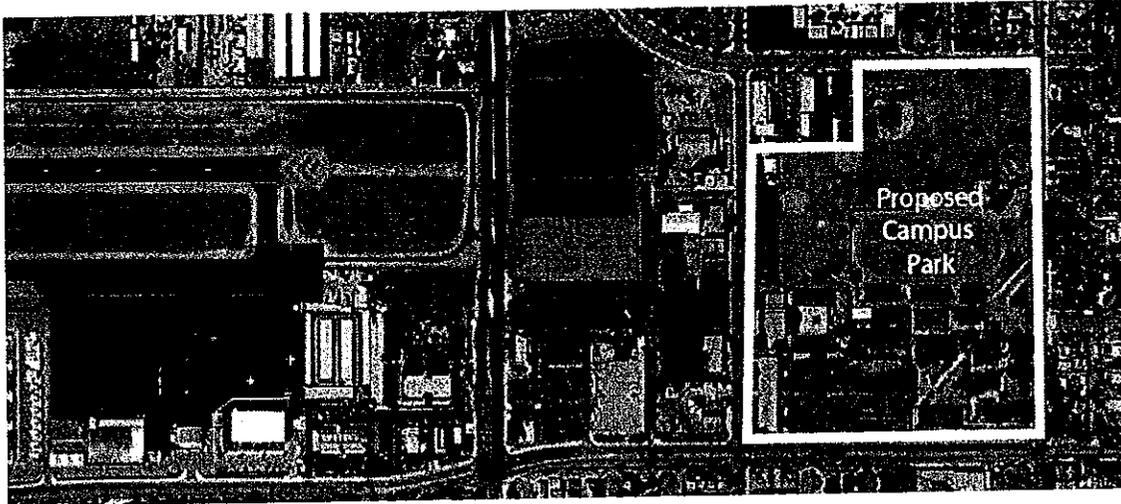
INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX II

Aircraft Hazard and Land Use Risk Assessment

AIRCRAFT HAZARD AND LAND USE RISK ASSESSMENT



Prepared for
The City of Oxnard
General Services
1060 Pacific Avenue, Bldg. #3
Oxnard, CA 93030

Prepared by
LSA Associates, Inc.
901 E Tahquitz Canyon Way, Suite B200
Palm Springs, CA 92262
Contact: Lyn Calderine
760-416-207

LSA Project Number: RMJ1101

August 16, 2011

LSA

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PLANNING DIVISION
CITY OF OXNARD

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1.0 EXECUTIVE SUMMARY

1.1 PROJECT SUMMARY

The City of Oxnard is proposing recreational and community park improvements at a site previously occupied by Oxnard High School, and which still contains a gymnasium and other school district buildings and facilities. The total project site is approximately 30 acres, and is bounded by 5th Street on the south, K Street on the west, 2nd Street on the north, and H Street on the east, but excludes the Oxnard High School District Bus Station. Figure 1 shows the project location. The project is known as "Campus Park," and will be described as the "Proposed Project" in this document.

The proposed project consists of two baseball fields with two (2) soccer field overlays, two (2) stand-alone soccer fields (all four [4] soccer fields are not functional during baseball games), one football/soccer field, two basketball courts, a skate park, two snack bars, restroom, maintenance buildings, and a tot lot, together with associated parking areas. A potential dog exercise area is being proposed in the northwestern portion of the project site, between the existing school district maintenance yard and the park's maintenance area. The existing gymnasium and locker wings building, existing 2-story building at the northeast corner of 5th Street and K Street, and the existing school district maintenance yard and associated facilities will remain. Figure 2 shows the project's site plan.

Land to the west, across K Street, includes school district buildings, a fire station, vacant land, and a commercial center across from the Oxnard Airport property west of Ventura Road, approximately 800 feet (ft) west of the western project boundary. The previous high school campus included classroom buildings and sports fields most of which were located within the Runway Protection Zone (RPZ) for Runway 25 at the Oxnard Airport. Most structures associated with the high school have been demolished, and the intent of the project is to create a community park and recreational facilities on the resulting vacant land.

The project site is within Oxnard, and the City General Services Department is acting as the developer of the project. The nearby Oxnard Airport is owned and operated by the County, with advice from the five-member Oxnard Airport Authority. Land use compatibility for uses within the airport influence area is subject to review by the County Airport Land Use Commission (ALUC), based on mapping and criteria in the County Airport Land Use Plan (ALUP). The Ventura County Transportation Commission serves as the ALUC. If the ALUC disapproves the proposed land use, then City may choose to override the ALUC objection with a 4/5 supermajority.

Access to the site will be provided via driveways on all four streets that are directly adjacent to the project site.

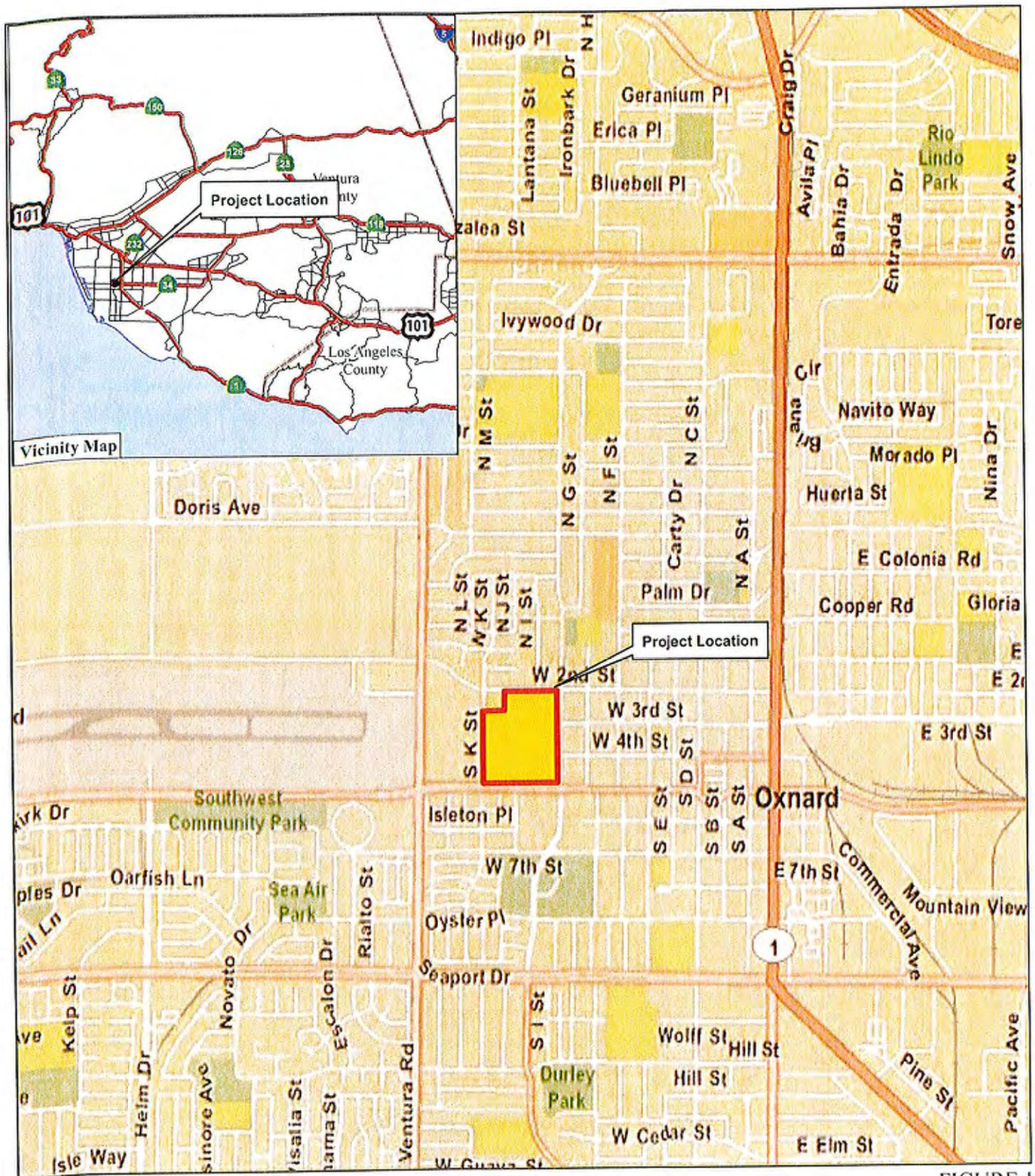


FIGURE 1

Campus Park Risk Assessment
Project Location and Vicinity Map

GENERAL NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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LEGEND

- 1. CONCRETED DRIVEWAY
- 2. CONCRETED DRIVEWAY
- 3. CONCRETED DRIVEWAY
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- 5. CONCRETED DRIVEWAY
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- 10. CONCRETED DRIVEWAY

CONCRETE DRIVEWAYS

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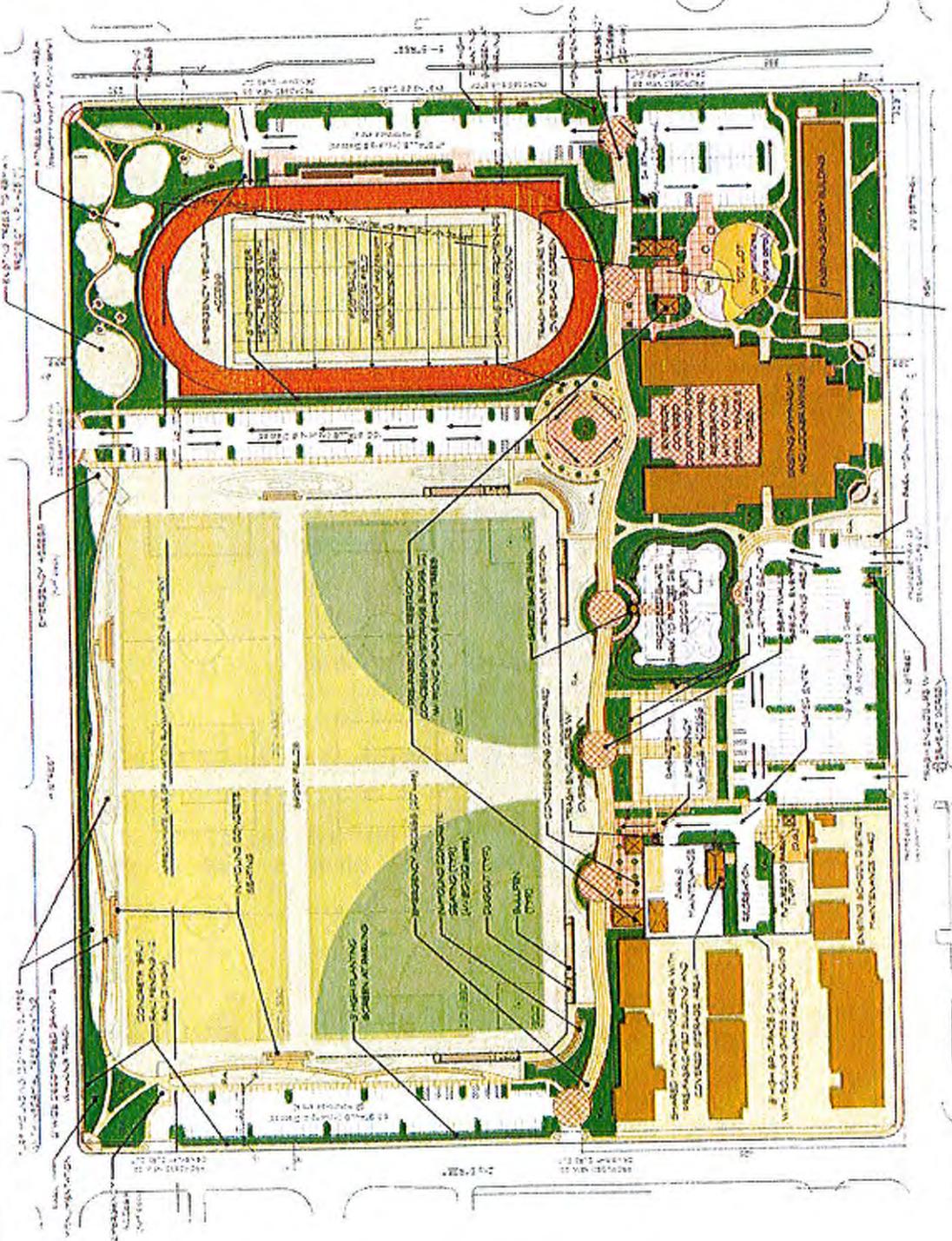


FIGURE 2

Campus Park Risk Assessment
Preliminary Site Plan

LSA



SOURCE: RIM Design Group, Inc.

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1.2 SUMMARY OF REQUIREMENTS

For projects within the Airport Sphere of Influence, the City of Oxnard Zoning Code requires certain additional planning evaluations, listed below. Section 16-292 -16-295 of the City of Oxnard Zoning Code contains the following airport-related requirements:

SEC. 16-292. AIRPORT SPHERE OF INFLUENCE DEFINED.

The "sphere of influence" of the Oxnard [Airport] shall be defined as the area surrounding the Oxnard Airport bounded on the north by Doris Avenue, on the east by "B" Street, on the south by Wooley Road, and on the west by the Edison Canal.

SEC. 16-293. REVIEW BY FEDERAL AVIATION ADMINISTRATION (FAA) REQUIRED.

- (A)(1) Prior to the filing of an application for any project within the sphere of influence, the developer shall submit the project to the FAA for review and report to determine compliance with adopted approach and departure slopes, and clear zones established for the Oxnard Airport.
- (2) The developer shall submit the FAA report to the director before a project is deemed complete.
- (B) Additional FAA review shall be required for any revisions to the project involving a change in the location or heights of buildings.

SEC. 16-294. AIRCRAFT HAZARD AND LAND USE RISK ASSESSMENT REQUIRED.

- (A) The applicant for a project within the sphere of influence shall be responsible for the preparation of an aircraft hazard and land use risk assessment concerning the proposed use.
- (B) If the project requires an environmental impact report (EIR), the assessment may be included in the EIR.
- (C) If the project does not require an EIR, the assessment shall be submitted to the director prior to any environmental determination and shall be prepared by a qualified consultant subject to the approval of the director.

SEC 16-295. AIRCRAFT HAZARD AND LAND USE RISK ASSESSMENT CONTENTS.

The aircraft hazard and land use risk assessment shall address but not necessarily be limited to the following items:

- (A) Relationship of project to adopted FAA glide slopes and clear zones;
- (B) Relationship of project to adopted aircraft approach, departure, and traffic patterns;
- (C) A report of all aircraft accidents within the traffic area of the Oxnard tower up to within six months of consideration of the project by the commission;

- (D) A report on the number of operations at Oxnard Airport and violations (if available) under the authority of the Oxnard Airport control tower for the 6- to 18-month period preceding consideration by the commission; and
- (E) An assessment of the level of risk posed to persons involved in the proposed land use by the potential forced landing or crash of an aircraft on the developed site.

Because the proposed project is located within the sphere of influence of the Oxnard Airport, the risk assessment identified in Section 16-295 is required. This document provides that assessment. Note that the FAA assessment will be provided by that agency.

1.3 SUMMARY OF FINDINGS

The project site is located along the extended centerline of the Oxnard Airport Runway 7/25. The proposed use is consistent with site location using the currently published planning maps contained in the *Airport Comprehensive Land Use Plan (ACLUP) for Ventura County*. This is the controlling planning standard. However, the County has recently approved a project to relocate the existing displaced threshold on Runway 25; this displacement will move the runway landing point approximately 1,000 feet closer to the site. With that relocation, most of the project is no longer with the standards contained in the ACLUP (although the actual maps have apparently not been updated).

Given that the site is located along the final approach to Runway 25, there is a higher than usual risk of an accident occurring on the site during the estimated 50 year life of the proposed park, and indeed one accident did occur on the site during the last ten years. With the existing displaced threshold, a very rough estimate of the chance of an additional accident would be approximately 50% during that period. However, the chances that such an accident would result in fatality to persons on the ground are approximately one in a thousand (0.11%), so the chance of a fatality on the site in the next 50 years is very roughly 0.055% or 5 in 10,000. With the proposed relocation of the displaced threshold, the chances of an accident on the site would increase to approximately 60%.

In addition, note that the site currently appears to be used for similar activities: it contains an existing ball park. As such, these odds for an accident or fatality do not necessarily represent an increase in risk except to the extent that the on-site population increases.

2.0 BACKGROUND OF OXNARD AIRPORT

2.1 EXISTING CONDITIONS

Oxnard Airport is located on 216 acres on the coastal edge of the Oxnard Plain, a mile and a half from the coastline on the southwest corporate limits of the City of Oxnard. The airport is operated by the County of Ventura and is classified as a non-hub commercial service airport. However, at present, it is not served by any commercial carriers; its primary use is general aviation. Flight operations are under the control of the FAA.

The airport has one 5,950-foot-long by 100-foot-wide concrete runway oriented east west and known as Runway 7/25. Airport runways are numbered according their heading (angular orientation from magnetic north) divided by 10. The runway is known as Runway 25 when planes land and take off into the west; it known as Runway 7 when planes land and takeoff into the east.

Due to a listed vertical obstruction, Runway 25 currently has a displaced threshold located 1,372 feet from the east end of the runway. As a result, pilots must land their aircraft at the displaced threshold bar painted on Runway 25. Aircraft departing on Runway 25 or departing or landing on Runway 7 may use the entire length of the runway. (Please refer to Figure 3 that shows the existing and proposed thresholds.)

Given the prevailing winds in the vicinity (from the west), approximately 90% of operations occur on Runway 25 while only 10% of operations occur on Runway 7. Landing and taking off into the wind enhance aircraft safety and performance. Therefore, with prevailing winds from the ocean, Runway 25 (the westbound runway) is used the majority of the time.

Flight operations are under the control of the FAA. According to the FAA, the airport had 61, 627 flight operations in 2009. An operation is defined as one takeoff or one landing.

In addition to visual approaches, the airport offers five instrument approaches:

Runway 25	Runway 7
Instrument Landing System (ILS)	GPS Approach
GPS Approach	Non-Precision VOR/DME Approach
Non-Precision VOR/DME Approach	

2.2 FUTURE IMPROVEMENTS

On June 21, 2011, the Ventura County Board of Supervisors certified a Mitigated Negative Declaration and approved a project to revise the existing offset threshold for Runway 25 arrivals. The project would not extend the physical runway but would shift the touchdown point 934± feet eastward; the resulting displaced threshold would be 443 feet instead of 1,372 feet.

The existing Runway Protection Zone (RPZ) for the airport extends approximately 200 ± feet into the Campus Park site. However, the revised displaced threshold and updated Airport Layout Plan (ALP) for Oxnard Airport shows an ultimate RPZ for Runway 25 with a 50:1 approach slope. This ultimate RPZ extends an additional 750 feet easterly over most of the Campus Park site.

3.0 RELATIONSHIP OF PROJECT SITE TO OXNARD AIRPORT

3.1 AIRPORT SAFETY ZONES

As shown in Figure 3, the proposed project site is located approximately 1,776 feet east of the east end of Runway 7/25, and the extended centerline of the runway passes directly through the site. Figure 3 also shows the existing Oxnard Airport RPZ¹ and Outer Safety Zone (OSZ) as defined by the ACLUP. Approximately 4/5 of the project site is located within the OSZ and 1/5 within the RPZ.

The ACLUP recommends the following land use restrictions for properties within the RPZ and OSZ. The following table shows the allowed, not allowed, and conditionally allowed land uses:

Table 3-A: Land Use Compatibility

Land Use	Runway Protection Zone	Outer Safety Zone
Residential	U	U
Hospitals, Convalescent Homes	U	U
Schools, Churches, Synagogues and Mosques	U	U
Auditoriums/Arenas	U	U
Hotels and Motels	U	U
Transportation Terminals	U	U
Outdoor Sports Arenas/Amphitheaters	U	U
Offices and Business – Professional	U	C (1,2)
Wholesale and Retail Services	U	C (1,2)
Manufacturing: Heavy and General	U	C (1,2)
Light Industrial	U	C (1,2)
Research and Development	U	C (1,2)
Business Parks/Corporate Offices	U	C (1,2)
Parks	U	C (1)
Outdoor Amusements	U	C (1,2)
Resorts and Camps	U	C (1,2)
Golf Courses (excluding club houses)	C	A
Agriculture	A	A
Automobile Parking	C (3)	A
Communications/Utilities	C (3)	A

Source: Ventura County ACLUP (2000), Table 6-B

¹ The Runway Protection Zone was formerly known as the Inner Safety Zone

Key to land use compatibility:

- A: Acceptable
- U: Unacceptable
- C: Conditionally Acceptable

For conditionally acceptable land uses, the following restrictions apply:

1. Maximum structural coverage must be no more than 25%. Structural coverage is defined as the percent of building footprint area to the total land area, including streets and greenbelts. (For the Campus Park project, the 25% structural coverage limit would apply.)
2. An aviation easement is recommended, and a fair disclosure agreement and covenant shall be recorded by the owner and the developer of the property.
3. The placement of buildings or structures within the RPZ is unacceptable.

These are uses as defined in the ACLUP, Figure 6-B.²

Figure 3 shows the adopted ACLUP, including the existing RPZ and Outer Safety Zone. The westernmost portion of the Campus Park site (approximately 200 feet from K Street and generally north of the gymnasium building) is within the existing RPZ. As Figure 3 shows, much of the balance of the site is located within the existing OSZ.

Note that if the "Ultimate 50:1 Approach Slope RPZ" were adopted, then most of the campus park site would be within the RPZ.

3.2 COMPATIBILITY OF PROPOSED CAMPUS PARK USES WITH ADOPTED ACLUP

This section addresses the land use compatibility of the proposed project with the existing Ventura County Airport Land Use Plan. As noted above, portions of the project are located within the existing RPZ, and portions are located outside the existing OSZ.

3.2.1 PROPOSED USES WITHIN EXISTING RPZ

Note that the proposed project does not include the existing Oxnard Union High School District buildings at the south east corner of K Street and Second Street; these structures are not part of the proposed Campus Park project.

The proposed Campus Park uses within the existing RPZ include an automobile parking lot and a small portion of the northeast corner of the existing gymnasium.

As Table 3-A shows, automobile parking is an acceptable use within the RPZ. While no structures are allowed within the RPZ, the corner of the existing gymnasium building does not constitute a significant encroachment.

² Available at <http://www.goventura.org/sites/default/files/2000-airport-land-use-for-ventura-county.pdf> (accessed July 7, 2011)

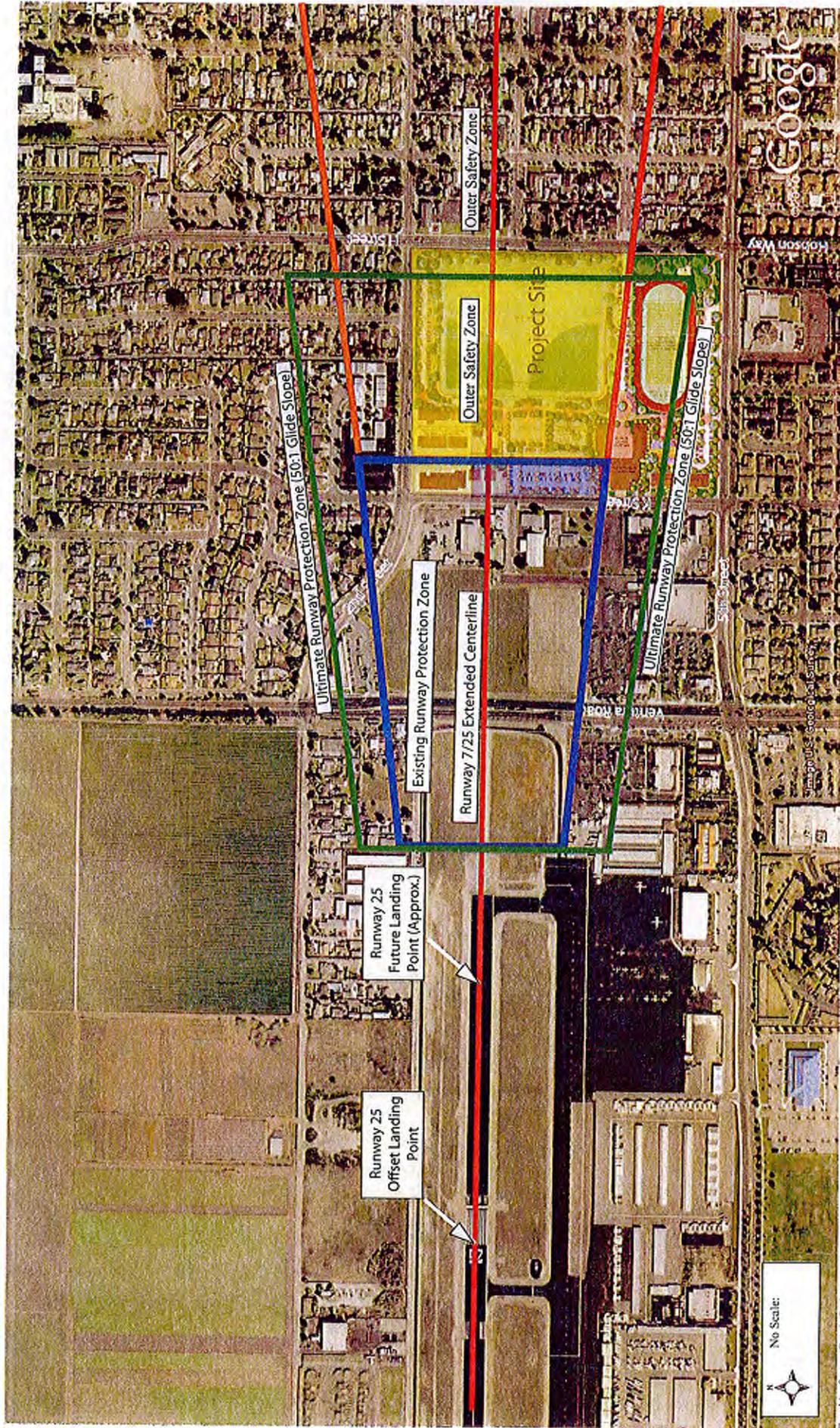


Figure 3
 Campus Park Risk Assessment
 Existing Runway Protection Zone and Outer Safety Zones
 Ultimate Runway Protection Zone

- Legend**
- Runway 7/25 Extended Centerline
 - Existing Runway Protection Zone (RPZ)
 - Outer Safety Zone Per ALUCP (2000)
 - Ultimate Runway Protection Zone
 - Project Site Area Within Runway Protection Zone (RPZ)
 - Project Site Area Within Outer Safety Zone ALUCP 2000

No Scale:
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 Base Map Source: Google Earth

3.2.2 PROPOSED USES WITHIN THE EXISTING OSZ

As Figure 3 shows, the proposed land use of “Park” is consistent with the existing ACLUP compatible land use designations for the Outer Safety Zone within an overall requirement that maximum structural coverage will not exceed 25%. The proposed Campus Park site plan conforms to this requirement.

3.2.3 SUMMARY OF PROPOSED LAND USE COMPATIBILITY WITH EXISTING ACLUP

The proposed Campus Park Land uses are compatible with the adopted Year 2000 Ventura County Airport Comprehensive Land Use Plan.

3.3 ANALYSIS OF POTENTIAL COMPATIBILITY WITH ULTIMATE RUNWAY PROTECTION ZONE AT OXNARD AIRPORT

As discussed above, the ALP for Oxnard Airport shows an “ultimate” RPZ based upon a 50:1 approach slope to Runway 25 and the relocated displaced threshold. As noted above, this ultimate RPZ would include the majority of the Campus Park site.

Using the County criteria cited above, the proposed park uses would shift from conditionally compatible to unacceptable. The County will likely want to update its ACLUP to reflect this change, however, to our knowledge, it has not done so.

3.3.1 COUNTY ANALYSIS OF COMPATIBILITY OF PARK USES

Both the 2020 and 2030 City of Oxnard General Plan identifies the Campus Park site for park uses. The 2030 Land Use Plan is shown in Appendix B.

Prior to considering the approval of the relocation of threshold The County of Ventura prepared a CEQA initial study of the proposed action.³ That study assessed the consistency of the proposed relocation with the City of Oxnard 2030 General Plan.

The Final Initial Study and Mitigated Negative Declaration for Proposed Relocation of the Displaced Threshold on Runway 25 at the Oxnard Airport (May 2011) (MND) prepared for the County of Ventura analyzed the environmental impacts of the proposed relocation of the displaced threshold. While the project description identifies the proposed relocation of the displaced threshold, the description does not specifically mention the resulting relocation and expansion of the RPZ. In particular, the project description does not address the effect of extending the RPZ over the Campus Park site.

Pages 42-44 of the MND address the land use consequences of the proposed relocation. Portions of that document state:

The City of Oxnard 2030 General Plan designates the Airport runway and adjacent taxiways as public/semipublic. Land surrounding the active Airport within the study area is designated Airport Compatible (AC) (City of Oxnard 2030 General Plan, 2009). The public/semi-public designation is intended to

³ <http://bosagenda.countyofventura.org/sirepub/agdocs.aspx?doctype=agenda&itemid=40204>

accommodate public and quasi-public uses; public buildings and facilities owned by government agencies. The AC designation supports low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of people to hazards from aircraft. Uses intended within this designation do not have to be dependent on or related to the airport. These land use designations are compatible with existing airport operations.

As noted above, the City of Oxnard General Plan identifies the Campus Park site for Park uses; the site is not identified for "Airport Compatible" uses. The County's document does not address the impacts of extending the RPZ further onto the Campus Park site.

In the next sections, the County's MND analyzes the project's compatibility with existing adopted land use plans:

B. Would the project 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?

Less than Significant Impact: As discussed, the County is not proposing to change land use or otherwise develop uses that would be inconsistent with airport operations. *The proposed project is consistent with surrounding land use designations in both the General Plan 2030 and City of Oxnard Zoning Code.* [emphasis added] The revised ALP is consistent with the 2004 Master Plan. No uses are proposed that would be inconsistent with the ACLUP. The project site is not located within the coastal zone (Ventura County Planning Division, Local Coastal Program, 2010).

While the project would not, by itself, develop inconsistent land uses, the action effectively would place the majority of the Campus Park project within the RPZ, where park uses are considered an inconsistent use. The MND does not address this potential land use incompatibility. However, the County made a different determination in a March 21, 2011 letter from Todd L. McNamee to Michael Henderson at the City Oxnard:

1. The County of Ventura Department of Airports, the Ventura County Aviation Advisory Commission, and the Oxnard Airport Authority have had an opportunity to review the proposed development known as "Campus Park" and find it to be inconsistent with the Ventura County Comprehensive Land Use Plan (ACLUP),⁴ and therefore object to the proposed use. Airport staff has reviewed the proposed development and finds that the project, as proposed, is not consistent with the Airport Comprehensive Land Use Plan.

The recreational use within the RPZ⁵ is considered an unacceptable land use per Table [6B]. We appreciate that the City has taken steps to design the park in a manner that minimizes the negative impact on the airport approach, and that you have included staff in design review meetings. The proposed design does

⁴ As noted above, we have not identified any ACLUP other than the ACLUP 2000; the project is consistent with the ACLUP land uses.

⁵ This statement that the project is within the RPZ assumes the relocation of the displaced threshold.

improve prior and existing uses by removing a majority of the buildings in the RPZ, and moving the track and bleachers further south away from the runway extended centerline and partially outside the RPZ. The design does, however, leave some existing buildings within the RPZ (southwest corner of development) and provides for a new parking lot, both of which are in conflict with FAA design standards.

Should the City proceed with the Park by the City Council overriding the Airport Authority, we respectfully request that you include the following conditions as part of the approval for the development.

1. The City be required to grant to the County of Ventura an avigation easement over the parcel to include the elements of the Federal Aviation Administration's Model Navigation Easement;
2. The City provide an airport/aircraft viewing area along the exercise path for park visitors to be made aware of and enjoy the airport and aircraft over flight;
3. The City design all park lighting so as not to interfere with pilot's vision when on approach to the Oxnard airport; and
4. The City be required to file a form 7460, "Notice of Proposed Construction" with the Federal Aviation Administration (FAA) that enables the FAA to review the development for any hazards to airport/aviation operations.

(Note: We cannot find a record that the ACLUP actually has been amended to show the expanded RPZ over the Campus Park site.)

3.4 FAA PART 77 REGULATIONS

3.4.1 PART 77 SURFACES

FAA Part 77 regulations have established a series of height limits (imaginary surfaces) around airports to protect the airspaces from intrusions and to provide unobstructed maneuvering room for aircraft landing and taking off. These imaginary surfaces surround the airport and its environs; ideally, no objects would penetrate these surfaces. The surfaces are designed to protect aircraft and their occupants as well as persons and properties on the ground.

Of these imaginary surfaces, the "primary surface" is located over the airport runway and becomes the basis for all other surfaces. FAA Part 77 defines the primary surface as a 1,000-foot-wide rectangle centered on the runway centerline at runway elevation; the rectangle extends 200 feet beyond each end of pavement. The elevation of the rectangle is set at the highest point of the runway; at Oxnard Airport, this occurs at the eastern end at an elevation of 44.8 feet above mean sea level (amsl).⁶ "Approach surfaces" are trapezoidal areas extending up and out from the ends of the primary surface, centered about the extended runway centerline.

⁶ Source: FAA Airport Data: <http://naco.faa.gov/d-tppl/1107/00674AD.PDF>

An airport's "horizontal surface" is defined as 150 feet above the highest elevation along the runway centerline, so the horizontal surface at Oxnard Airport is 195 feet above MSL.

Additionally, "Transitional Surfaces" are defined as extending up and out from the edges of the primary and approach surfaces at a 7:1 ratio (seven feet horizontal to one foot vertical) until they intercept the Airport's Horizontal Surface.

3.4.2 FAA PART 77 SURFACES IMPACTS TO PROJECT SITE

Because the project is located along the approach to Runway 25, the approach surface is the most relevant to the proposed project. According to FAA regulations, the approach surface slope is defined by the type of approaches at the airport; at Oxnard Airport, Runway 25 is equipped with a precision ILS approach and, in such cases, the slope of the approach surface is 50:1.

The height of the approach surface for the east and western edges of the proposed project site can be calculated as follows:

Table 3-B: FAA Approach Surface Heights at Park Edge

Park Edge	Distance from Start of Approach Surface	Resulting Surface Height at 50:1	Resulting MSL Height	Local Height with respect to Runway	Resulting Allowable Object Height
(All units in feet)					
West Edge	1586	31.7	76.5	2	29.7
East Edge	2659	53.2	98.0	4	49.2

Source: Calculations by LSA

Note: These calculations are subject to FAA confirmation.

As such, the maximum height of objects at the western edge of the project site should be 29.7 feet above the existing elevation, and the maximum height of objects at the eastern edge of the project site should be 49.2 feet. These heights are shown schematically in Figure 4.

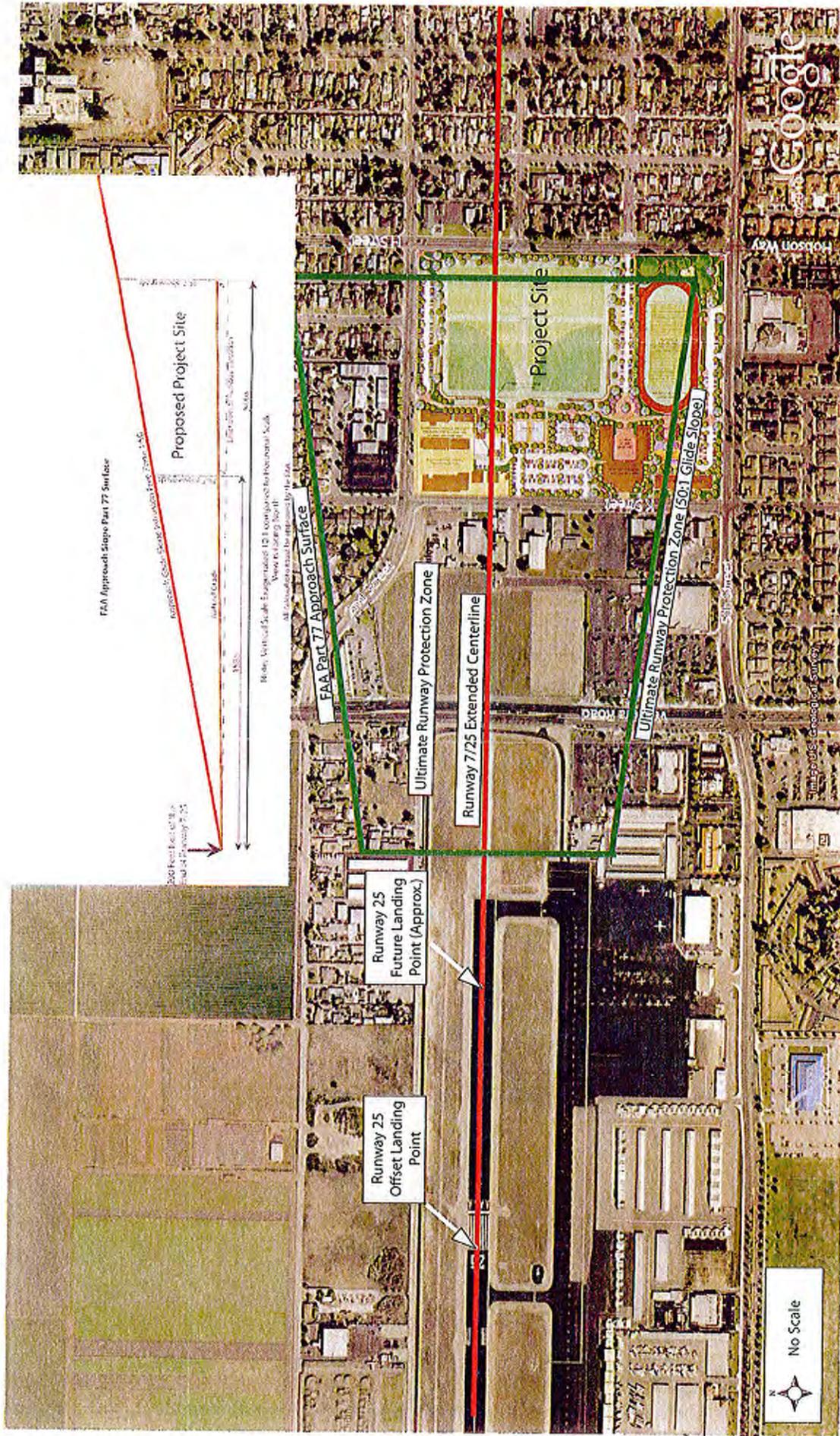


FIGURE 4
Campus Park Risk Assessment
FAA Part 77 Surface

Runway 7/25 Extended Centerline
FAA Part 77 Approach Surface

4.0 RISK ASSESSMENT UNDER SECTION 16-295

This section addresses the requirements of Section 16-295 as listed above.

4.1 RELATIONSHIP OF PROJECT TO ADOPTED FAA GLIDE SLOPES AND CLEAR ZONES

The project site is located along the extended centerline of Runway 7/25, as shown in Figure 3. Depending on whether one considers the existing RPZ or the ultimate RPZ, the proposed land uses are or are not consistent with the County ACLUP.

Most of the project site is located within the approach slope for Runway 25. Given the ILS approach to this runway, this approach slope is 50:1 and defines the limits of object intrusions into this "imaginary surface."

Figure 4 shows the cross-section of the runway and the site showing the approach slope surface.

4.2 RELATIONSHIP OF PROJECT TO ADOPTED AIRCRAFT APPROACH, DEPARTURE, AND TRAFFIC PATTERNS

As Figure 3 shows, the project site is located directly in the approach pattern to Runway 25 and the departure from Runway 7, approximately 1800 feet east of the east end of the runway. Portions of the site are in the RPZ for Runway 7. Most of the site will be in the updated RPZ for Runway 25, when the displaced threshold is relocated, as proposed.

4.3 REPORT OF ALL AIRCRAFT ACCIDENTS WITHIN THE TRAFFIC AREA OF THE OXNARD TOWER UP TO WITHIN SIX MONTHS OF CONSIDERATION OF THE PROJECT BY THE COMMISSION

The National Transportation Safety Board (NTSB) maintains a list of aircraft accidents; this list was queried for incidents for the years 2001-2010 in and around the Oxnard Airport. The list indicates nine aircraft incidents during that time, none of them fatal.

- One incident occurred on the approach to Runway 25.
- Three incidents occurred on departure from Runway 25.
- Two incidents related to helicopters, and were not related to the airport.
- Three incidents occurred on the airfield itself.

In summary, the NTSB reports four off-airport accidents within the traffic area of the Oxnard Airport for the ten-year period 2001-2010, and an additional three accidents that occurred on-airport.

The incident that occurred on approach to Runway 25 is relevant to this project. The following is from the NTSB incident write-up:

On August 9, 2008, about 1514 Pacific daylight time, a Smith Stewart S51D, amateur built experimental airplane, N51VS, experienced a loss of engine power while on approach to land at Oxnard Airport, Oxnard, California. During the subsequent forced landing, the airplane sustained substantial damage when it collided with a fence and building. The private pilot, who was the owner and builder of the airplane, received serious injuries. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 personal cross-country flight, and no flight plan was filed. The flight departed from Tehachapi, California, at 1415, with an intended destination of Oxnard.

The pilot reported that the flight was made at a cruise altitude of 9,500 feet mean sea level (MSL). As he neared his destination, he descended to 2,500 feet MSL at low power with the mixture enriched progressively. He entered the traffic pattern for runway 25 on the right base leg as instructed by the tower local controller. After turning final, the pilot increased power and the engine began to run rough. According to the pilot, "the engine was producing little or no power and descent rate was in excess of 2,500 feet per minute." He switched from the right to the left ignition module, which resulted in a momentary increase in power. After a few seconds, the engine again stopped producing power, and he executed an approach to a baseball field.

Oxnard Fire Department personnel reported that the airplane impacted the chain link fence backstop of the baseball field and then struck a school bus barn. The wing separated from the fuselage and fuel was observed leaking from the wing.

A Federal Aviation Administration inspector examined the wreckage of the airplane and reported that the airplane was powered by a Chevrolet V-8 engine. The reason for the loss of engine power was not determined.

The NTSB report does not give the actual location of the incident. However, given the project site is on the approach to Runway 25 and currently contains a baseball field and bus barn, and the news report in *Ventura County Star* stated the incident occurred in the 1100 block of West 2nd Street (the project site address), the incident can be inferred to have occurred on the project site.

4.4 REPORT ON THE NUMBER OF OPERATIONS AT OXNARD AIRPORT AND VIOLATIONS (IF AVAILABLE) UNDER THE AUTHORITY OF THE OXNARD AIRPORT CONTROL TOWER FOR THE 6- TO 18-MONTH PERIOD PRECEDING CONSIDERATION BY THE COMMISSION

As noted above, the FAA reports that Oxnard Airport had approximately 61,000 operations in the year 2010. As noted in previous submittals of these risk assessment reports, the FAA does not provided information regarding violations.

4.5 ASSESSMENT OF THE LEVEL OF RISK POSED TO PERSONS INVOLVED IN THE PROPOSED LAND USE BY THE POTENTIAL FORCED LANDING OR CRASH OF AN AIRCRAFT ON THE DEVELOPED SITE

According to the NTSB accident data as cited in the Caltrans *Airport Land Use Planning Handbook*, the substantial majority of aircraft approach accidents that occur off-airport are situated within 1000 feet of the extended centerline of the runway. The Caltrans *Handbook* states the following:

The great majority of general aviation aircraft landing accidents take place on or immediately adjacent to the runway. Indeed, NTSB data for the 1990 to 2000 period indicates that some three-fourths (77%) of all general aviation landing accidents occur during touchdown or roll-out (usually hard or long landings, ground loops, etc.). Although frequent in occurrence, these types of accidents seldom (less than 11% of the time) result in serious or fatal injuries. The remaining 23% of general aviation landing accidents take place in the landing pattern, on final approach, or during a go-around attempt. A common circumstance that can result in an approach accident is pilot misjudgment of the aircraft descent rate and failure to add power soon enough to keep the aircraft in the air. Poor visibility, unexpected downdrafts, or tall objects beneath the final approach course can intensify this problem. Another prospective type of landing accident can occur if a pilot overshoots a turn from base to final and inappropriately cross controls the airplane rudder and ailerons while attempting to return to the runway alignment. The result can be a stall, spin, and uncontrolled crash.

These types of events all will tend to place the accident site fairly close to the extended runway centerline. Also, because lower altitude decreases the chances of successful recovery from unexpected conditions, accidents can be expected to be more common closer to the runway end than at points farther away.

The Caltrans ALUP *Handbook* provides a plot of the approximate location of general aviation approach related accidents for airports nationwide for the period 1990-2000. That plot is reproduced in Figure 5, with the project site overlain on the accident map.

Given the infrequency of accidents at individual local airports such as Oxnard, it is not possible to reliably forecast accident rates at any particular site. However, using the accident data in the Caltrans *Handbook* and the data shown in Figure 5, one can develop an order of magnitude estimate of the risk by applying the national accident experience to Oxnard. The calculation is done two different ways, first with existing displaced threshold, and then with the proposed relocated displaced threshold. (It needs to be emphasized that, due to that lack of statistically significant data, these estimates are extremely crude order of magnitude estimates).

4.5.1.1 Risk Calculation with Existing Threshold

Very roughly, approximately 13, or 3.7%, of the more than 350 off-site accidents represented in the data base would have occurred within the project site. Over the most recent ten-year period, 2000-2010, Oxnard Airport had four off-site accidents listed in the NTSB data base, or a rate of

0.4 accidents off airport per year. Combining these two figures provides a very rough estimate of the chances of an accident per year on the project site as 1.48% per year.⁷ Over an estimated 50-year life of the project, the chances of an on-site accident would exceed 50%. Again, these are extremely rough estimates, but the best guess is roughly a 50% chance of an on-site accident in the next 50 years. Note also that one on-site accident has occurred in the past ten years.

Also, note that the overwhelming number of general aviation accidents do not result in injuries to persons on the ground. Again using the data from the Caltrans *Handbook*, approximately 0.11% of general aviation accidents result in a fatality to persons on the ground, and 0.13% of accidents resulted in injuries. Therefore, while the chance of an on-site accident may be on the order of 50% in 50 years, the chances of a resulting fatality are 0.055%. Again, it must be emphasized that these are extremely rough estimates.

Annual Risk to Persons on the Ground. In terms of the annual risk to an individual on the site, for the case where the runway threshold remains in its current position, there is a 1.5% chance of an on-site accident per year. Per the ALUP Handbook, approximately, 0.11% of general aviation aircraft accidents result in fatalities to persons on the ground. Combined, these two statistics yield a 0.0016% chance of a fatality per year, or very roughly 1.6 in 100,000 (to place this in perspective, this is roughly equivalent to the annual risk of an individual dying from burns or by drowning).⁸

4.5.1.2 Risk Assessment with Revised Displaced Threshold.

The revised displaced threshold relocates the runway touchdown point approximately 1,000 feet closer to the park site. As would be expected, the number of accidents increases as the distance between the project and the touchdown point decreases.

Using the same data as above, approximately 17, or 4.8%, of the more than 350 offsite accidents represented in the data base would have occurred within the project site. Combining this increased rate with average airport accident rate as above figures indicate provides a very rough estimate of the annual chances of an accident on the project site as 1.95% per year. Over an estimated 50-year life of the project, the chances of an on-site accident exceed 60%. Again, these are extremely rough estimates.

Annual Risk to Persons on the Ground. In terms of the annual risk to an individual on the site, for the case where the runway threshold is relocated easterly from current position, there is a 1.95% chance of an on-site accident per year. Per the ALUP Handbook, approximately, 0.11% of general aviation aircraft accidents result in fatalities to persons on the ground. Combined, these two statistics yield a 0.0021% chance of a fatality per year, or very roughly 2.1 in 100,000.

In addition, note that the site currently appears to be used for similar activities; there is an existing ball park on the site. As such, the odds for an accident or fatality do not necessarily represent an increased risk except to the extent that the on-site population increases.

⁷ By way of comparison, the City's estimate of risk for the Oxnard Boys and Girls Club (Heliplanners, 1999) estimated an annual accident rate of 0.0079 (0.79%) for that site on the south side of the airport. As such, the estimated risk at project site is slightly less than twice that for the Boys and Girls Club. This ratio is to be expected given the site location of the project site along the extended runway centerline.

⁸ <http://www.congregator.net/topical/riskofdeath.htm>

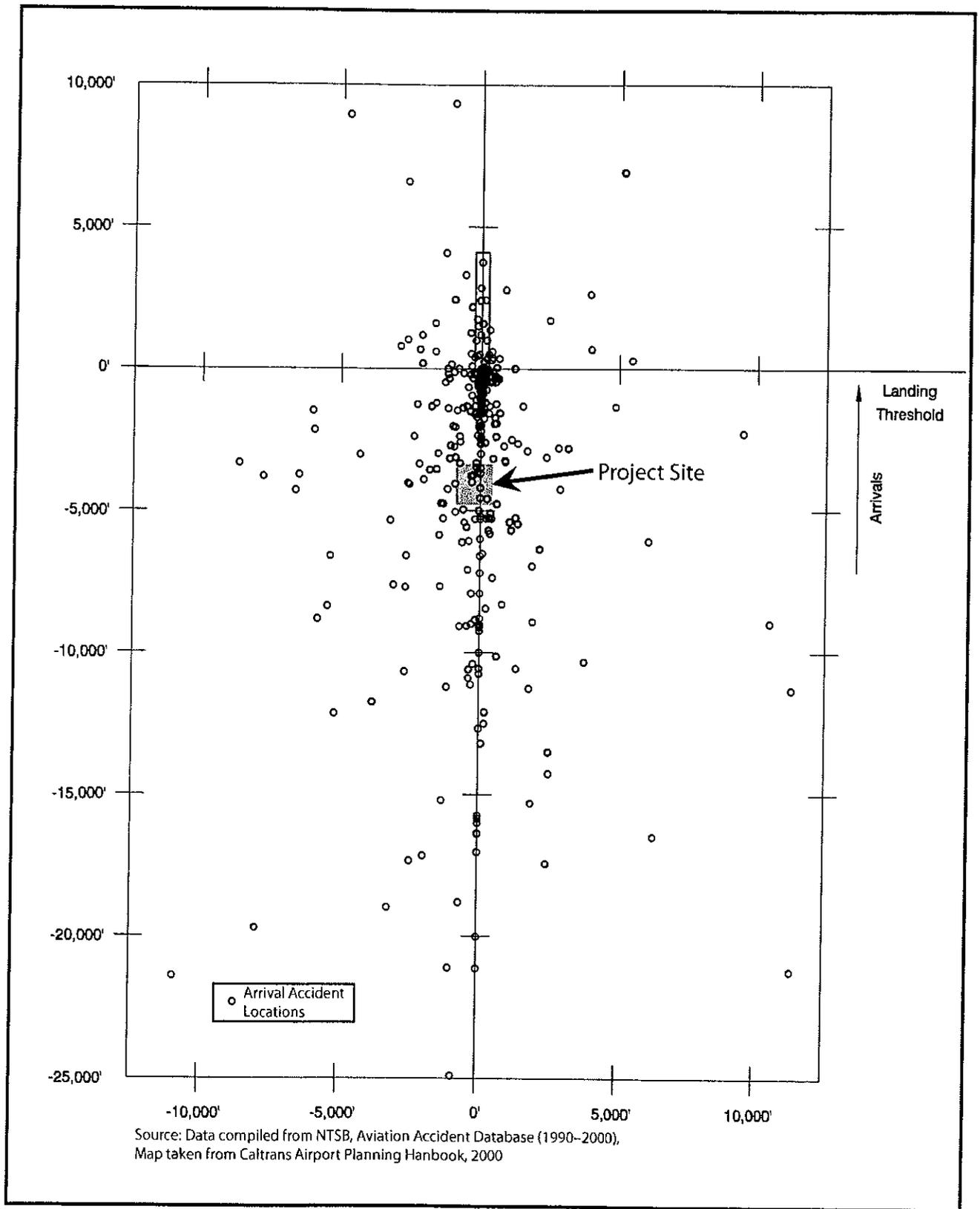
4.5.2 SUMMARY

The project site is located along the extended centerline of the Oxnard Airport Runway 7/25. The proposed use is consistent with site location using the planning standards contained in the *Airport Comprehensive Land Use Plan for Ventura County*. This is the controlling planning standard.

Given that the site is located along the extended centerline of Runway 7/25, there is a higher than usual risk of an accident occurring on the site during the estimated 50-year life of the proposed park, and indeed one accident did occur on the site during the last ten years. With the existing displaced threshold, the very approximate estimated chance of an additional accident would exceed 50% during that period. However, the chances that such an accident would result in a fatality are approximately one in a thousand (0.11%), so the chance of a fatality on the site in the next 50 years is very roughly 0.055% or 5 in 10,000. The annual risk of a fatality is approximately 1.6 in 100,000 or 16 in 1,000,000.

With the implementation of the County's proposed displaced threshold, the very approximate estimated chance of an additional accident would exceed 60% during that period. The annual risk of a fatality is approximately 2.1 in 100,000.

In addition, note that the site currently appears to be used for similar activities; there is an existing ball park on the site. As such, these odds for an accident or fatality do not necessarily represent an increase in risk, except to the extent that the on-site population increases.



Note: Project Location Landing Threshold Assumes Current 1377 foot displaced arrival threshold

Figure 5

Campus Park Risk Assessment
 Location Plot of Nationwide General Aviation Arrival Accidents (1990-2000)
 With Overlay of Project Location

5.0 SOURCES

- City of Oxnard. Zoning Code §§16-292—16-295.
<http://www.amlegal.com/nxt/gateway.dll/California/oxnard/oxnardcaliforniacodifiedordinances> (accessed June 14, 2011).
- City of Oxnard. General Plan 2030, Land Use Map
http://developmentservices.cityofoxnard.org/Uploads/Planning/draft_2030_general_plan_cd/10_figure_3-1_land_use_map/3-1%20Land%20Use%20Map.pdf (accessed July 7, 2011).
- Coffman and Associates. Airport Comprehensive Land Use Plan for Ventura County. Ventura County Airport Land Use Commission. July 2000.
<http://www.goventura.org/sites/default/files/2000-airport-land-use-for-ventura-county.pdf> (accessed June 14, 2011)
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<http://www.acukwik.com/FAA5010.aspx?ICAO=KOXR&IATA=OXR&AirportName=Oxnard> (accessed June 14, 2011)
- Heliplanners. Aircraft Hazard and Land Use Risk Assessment for the Martin V. Smith Youth Center. 1999.
- Kimley-Horn Associates. Final Initial Study and Mitigated Negative Declaration for Proposed Relocation of the Displaced Threshold on Runway 25 at the Oxnard Airport. May 2011. Available at
<http://bosagenda.countyofventura.org/sirepub/agdocs.aspx?doctype=agenda&itemid=40204>
- Shutt Moen Associates. California Airport Planning Land Use Handbook. California Department of Transportation. January 2002.
<http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf> (accessed June 14, 2011).

6.0 REPORT PREPARERS

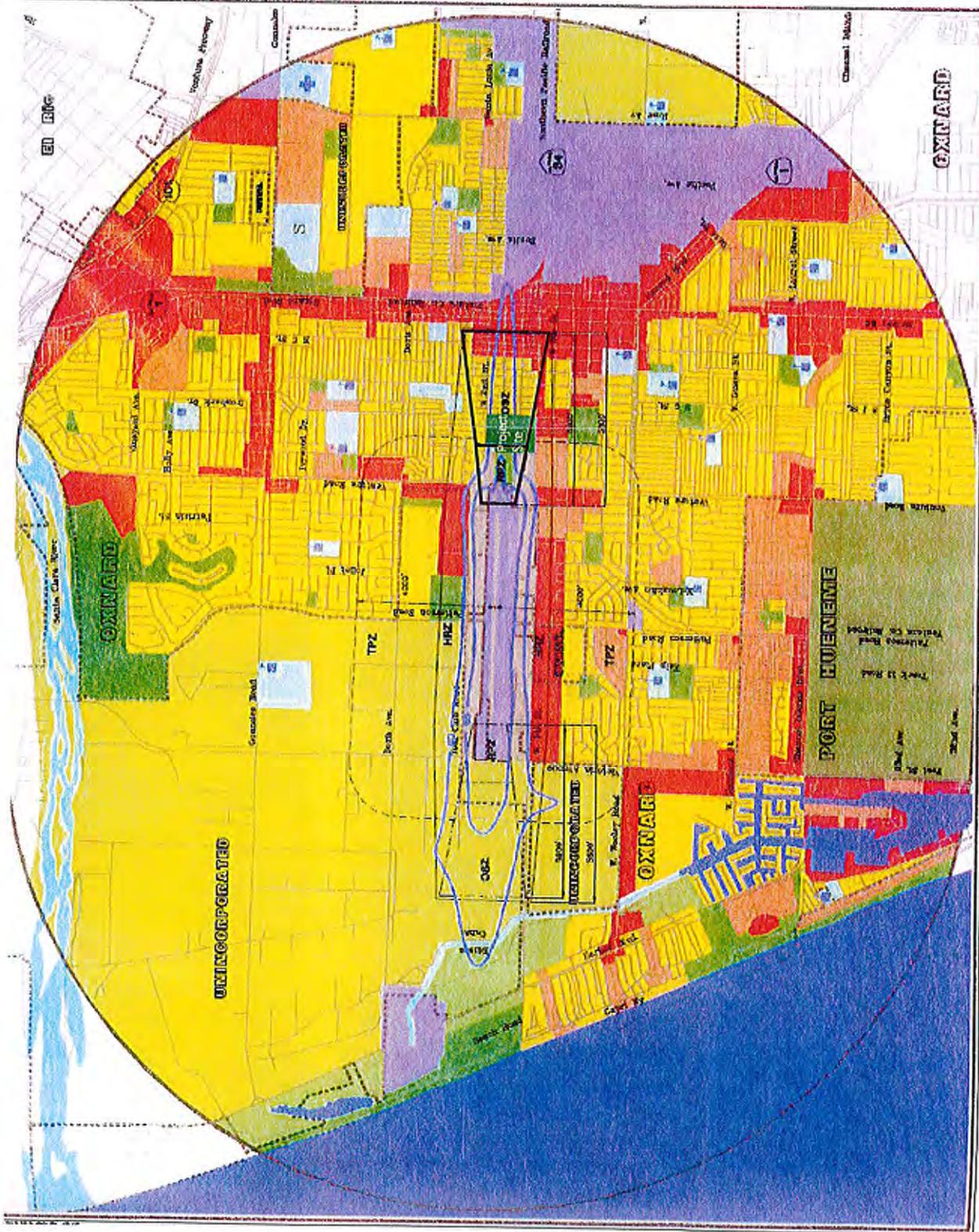
LSA ASSOCIATES, INC.

Lyndon T. Calerdine, Principal
Grant Wilson, Associate
Rhonda Rockwell, Senior Editor

RMJ DESIGN GROUP

Eric Chastain, LEED AP

**APPENDIX A:
EXISTING VENTURA COUNTY ACLUP MAP FOR OXNARD
AIRPORT**



LEGEND

- - - - - Detailed Land Use Study Area
- - - - - Municipal Boundary
- - - - - Airport Property
- - - - - CNEEL Contours
- - - - - (SPZ) - Runway Protection Zone
- - - - - (OSZ) - Outer Safety Zone
- - - - - (TPZ) - Traffic Pattern Zone
- - - - - (HRZ) - Height Restriction Zone

Future Land Use Per General Plan

- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial/Airport
- Agriculture
- Parks
- Natural Open Space
- Public/Semi-Public
- Schools
- Future Schools
- Hospital
- Military
- Airport Compatible

Source: P & D Aviation, 1987; General Plans of Oxnard, Port Hueneme, and Ventura County.



OXNARD

PORT HUENEME

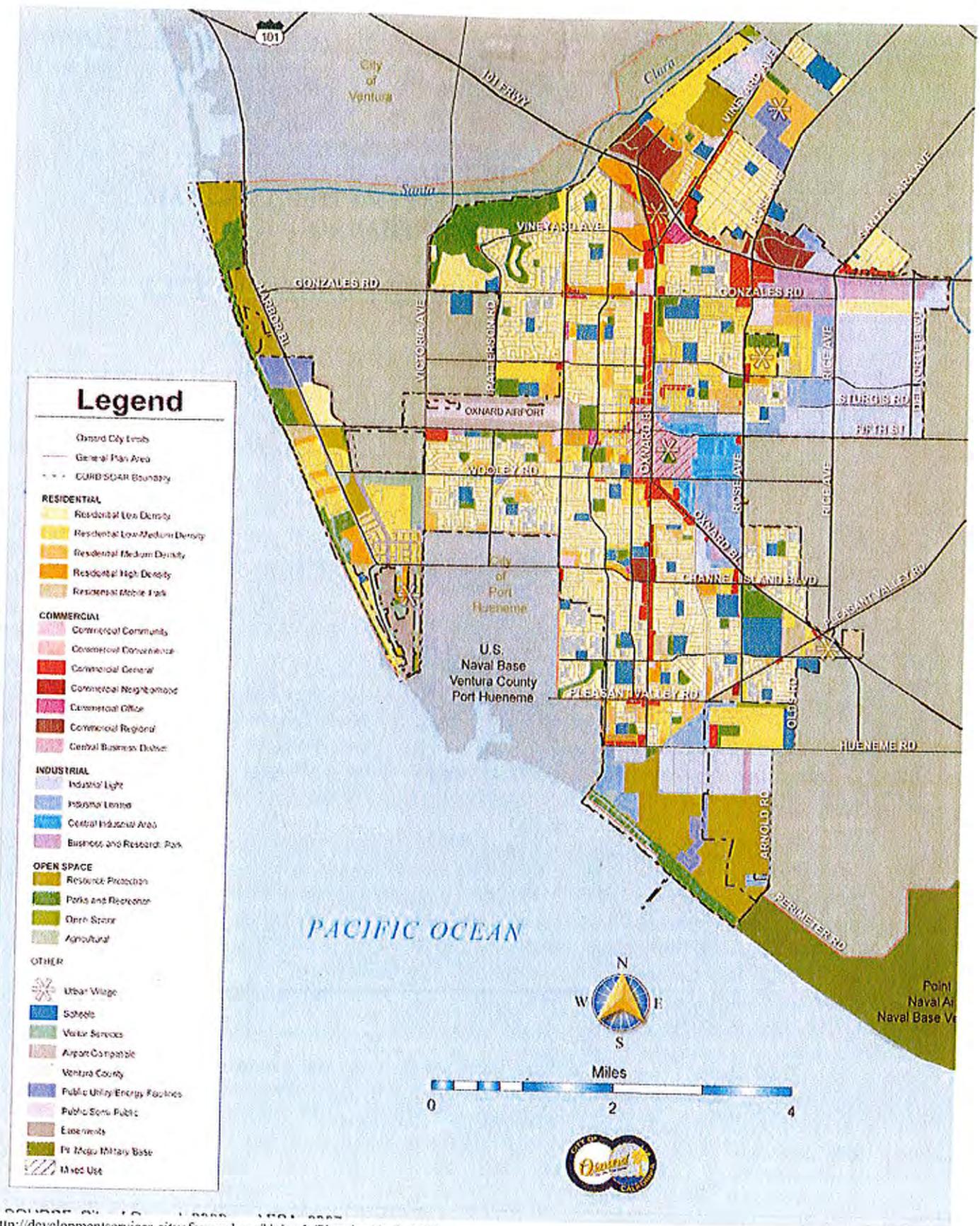
OXNARD

OXNARD

UNINCORPORATED

UNINCORPORATED

**APPENDIX B:
OXNARD 2030 GENERAL PLAN LAND USE MAP**



http://development.services.cityofoxnard.org/Uploads/Planning/draft_2030_general_plan_cd/10_figure_3-1_land_use_map/3-1%20Land%20Use%20Map.pdf

Accessed July 15, 2011

APPENDIX B

Campus Park Risk Assessment City of Oxnard General Plan 2030 Land Uses

county of ventura

DEPARTMENT OF AIRPORTS
www.ventura.org/airports



555 Airport Way ♦ Camarillo, CA 93010 ♦ (805) 388-4274 ♦ Fax: (805) 388-4366

March 21, 2011

Michael Henderson
City of Oxnard, General Services Dept.
305 W 3rd St
Oxnard, CA 93030

Re: Comments on Campus Park Development, Oxnard, CA

Dear Mr. Henderson,

The City of Oxnard has requested review and recommendations concerning the above referenced proposal. The proposed project is the redevelopment of the old high school parcel directly under the approach to the Oxnard airport and primarily within the Runway Protection Zone (RPZ) for the airport, although some of the development does occur outside of the RPZ (please see attached site map).

The County of Ventura Department of Airports, the Ventura County Aviation Advisory Commission, and the Oxnard Airport Authority have had an opportunity to review the proposed development known as "Campus Park" and find it to be inconsistent with the Ventura County Comprehensive Land Use Plan (ACLUP), and therefore object to the proposed use. Airport staff has reviewed the proposed development and finds that the project, as proposed, is not consistent with the Airport Comprehensive Land Use Plan (ACLUP). The recreational use within the RPZ is considered an unacceptable land use per Table 6B (attached).

We appreciate that the City has taken steps to design the park in a manner that minimizes the negative impact on the airport approach, and that you have included staff in design review meetings. The proposed design does improve prior and existing uses by removing a majority of the buildings in the RPZ, and moving the track and bleachers further south away from the runway extended centerline and partially outside the RPZ. The design does, however, leave some existing buildings within the RPZ (southwest corner of development) and provides for a new parking lot, both of which are in conflict with FAA design standards.

Should the City proceed with the Park by the City Council overriding the Airport Authority, we respectfully request that you include the following conditions as part of the approval for the development.

1. The City be required to grant to the County of Ventura an avigation easement over the parcel to include the elements of the Federal Aviation Administration's Model Avigation Easement;
2. The City provide an airport/aircraft viewing area along the exercise path for park visitors to be made aware of and enjoy the airport and aircraft overflight;
3. The City design all park lighting so as not to interfere with pilot's vision when on approach to the Oxnard airport; and
4. The City be required to file a form 7460, "Notice of Proposed Construction" with the Federal Aviation Administration (FAA) that enables the FAA to review the development for any hazards to airport/aviation operations.

The above recommendations would serve to provide the future users of the park site with a greater level of disclosure, awareness, and compatibility for airport operations. It would also assist us in achieving the goal of the Oxnard Airport Mission Statement, which is to foster cooperation with the airport's neighbors and conduct responsible flight operations.

In addition to the above comments, it is recommended that this proposed development be reviewed by the Ventura County Airport Land Use Commission for a finding with regard to the ACLUP. Additionally, Caltrans Division of Aeronautics should have an opportunity to review and comment on the proposed development prior to any action being taken by the City of Oxnard.

Thank you for the opportunity to comment on the proposed use and if you have any questions relating to this matter, please contact me at 805-388-4200.



TODD L. McNAMEE, AAE
Director of Airports

Attachments

EXIST. HIGH PT.
RWY. 25 END
EL. 44.80
34°12'02.6264"N
119°11'50.5755"W

EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
PRECISION APPROACH

A) 04.53914"N
11°50.54523"W

ULT. RWY. 7
DEPARTURE
THRESHOLD
EL. 42.79
34°12'02.629"N
119°11'54.099"W

EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
DEPARTURE

Ultimate 50:1 Approach Slope

2nd Street

Existing MA SR.
Approach Lights
715'

Perimeter Service Road

75'

285'

1377'

OFZ

RSA

OFZ

Existing 34:1 Approach Slope

OFZ

SACS (OXR E)
AT = 34°12'00.07408"N
ONG = 119°11'48.45004"W
LEV = 43.0

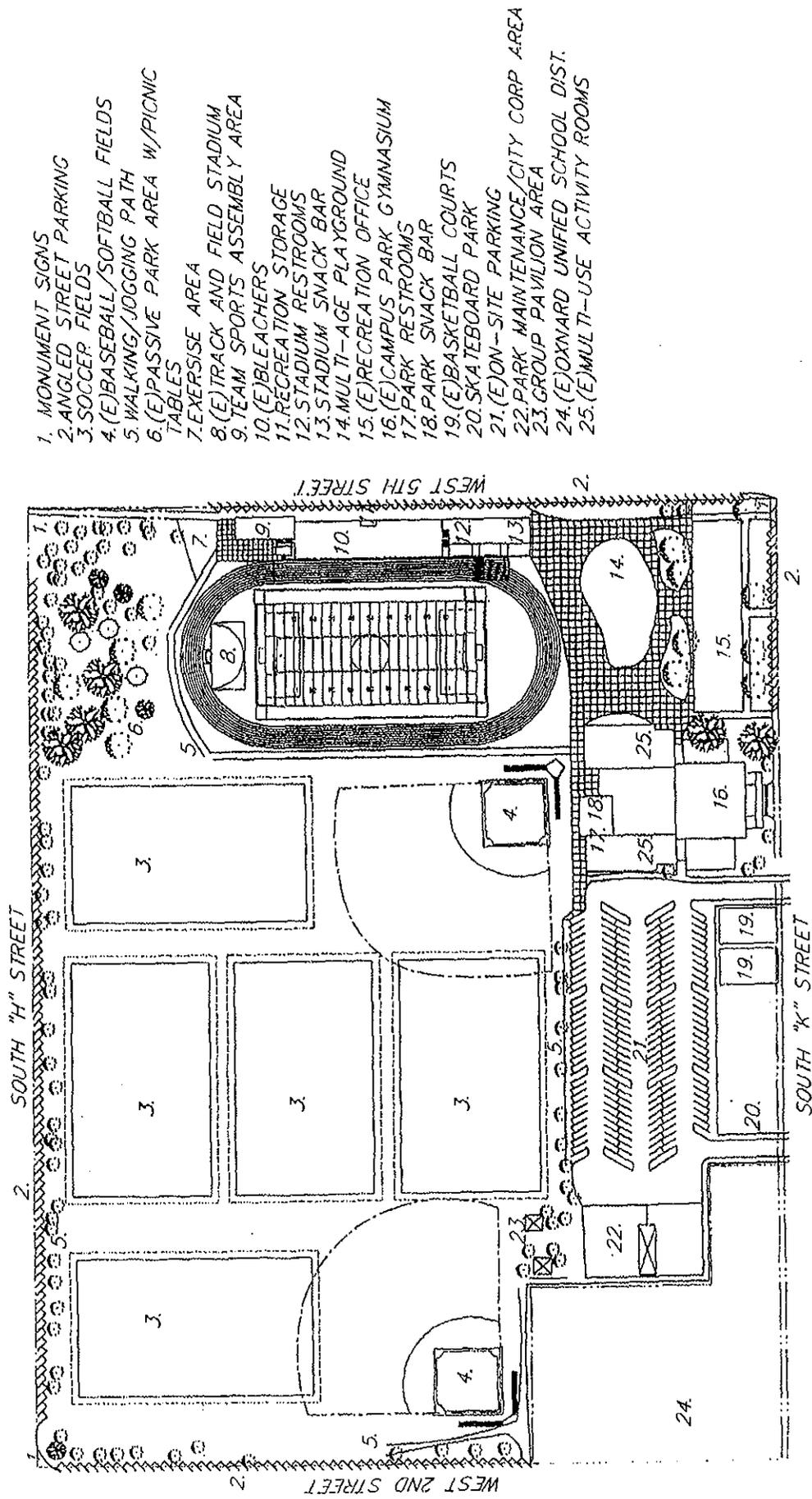
Residential

FUTURE EASEMENT
Commercial

ULTIMATE RUNWAY
PROTECTION ZONE
1000' x 2500' x 1700'
PRECISION APPROACH
(SEE NOTE #6)

5th Street

Ventura Road



1. MONUMENT SIGNS
2. ANGLED STREET PARKING
3. SOCCER FIELDS
4. (E)BASEBALL/SOFTBALL FIELDS
5. WALKING/JOGGING PATH
6. (E)PASSIVE PARK AREA W/PICNIC TABLES
7. EXERCISE AREA
8. (E)TRACK AND FIELD STADIUM
9. TEAM SPORTS ASSEMBLY AREA
10. (E)BLEACHERS
11. RECREATION STORAGE
12. STADIUM RESTROOMS
13. STADIUM SNACK BAR
14. MULTI-AGE PLAYGROUND
15. (E)RECREATION OFFICE
16. (E)CAMPUS PARK GYMNASIUM
17. PARK RESTROOMS
18. PARK SNACK BAR
19. (E)BASKETBALL COURTS
20. SKATEBOARD PARK
21. (E)ON-SITE PARKING
22. PARK MAINTENANCE/CITY CORP AREA
23. GROUP PAVILION AREA
24. (E)OXNARD UNIFIED SCHOOL DIST.
25. (E)MULTI-USE ACTIVITY ROOMS

CAMPUS PARK MASTER PLAN

TABLE 6B
Adopted Land Use Compatibility Standards in
Safety Zones for Civilian Airports

Land Use	Runway Protection Zone	Outer Safety Zone	Traffic Pattern Zone	Extended Traffic Pattern Zone
Residential				
Single Family	U	U	C [a, e]	A [e]
Multi-Family	U	U	C [a, e]	A [e]
Mobile Home Parks	U	U	C [a, e]	A [e]
Public/Institutional				
Hospitals/Convalescent Homes	U	U	U	A [e]
Schools	U	U	U	A [e]
Churches/Synagogues	U	U	U	A [e]
Auditoriums/Theaters	U	U	U	A [e]
Commercial				
Hotels and Motels	U	U	C [c, e]	A [e]
Offices and Business/Professional	U	C [a, e]	C [c, e]	A
Services	U	C [a, e]	C [c, e]	A
Wholesale	U	C [a, e]	C [c, e]	A
Retail				
Industrial, Transportation, Communication, and Utilities				
Manufacturing - General/Heavy	U	C [a, e]	C [c, e]	A
Light Industrial	U	C [a, e]	C [c, e]	A
Research and Development	U	C [a, e]	C [c, e]	A
Business Parks/Corporate Offices	U	C [a, e]	C [c, e]	A
Transportation Terminals	U	U	A	A
Communication/Utilities	C [b]	A	A	A
Automobile Parking	C [b]	A	A	A
Recreation/Open Space				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C [a]	A	A
Outdoor Amusement	U	C [a, e]	A	A
Resorts and Camps	U	C [a, e]	A [e]	A [e]
Golf Courses and Water Recreation	C [d]	A	A	A
Agriculture	A	A	A	A

TABLE 6B (Continued)
Adopted Land Use Compatibility Standards in
Safety Zones for Civilian Airports

NOTES

A = Acceptable land use.

C = Land use is conditionally acceptable upon meeting required criteria (see footnotes below).

U = Unacceptable land use.

- (a) Maximum structural coverage must be no more than 25 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts.
- (b) The placing of structures or buildings in the Runway Protection Zone is unacceptable. Above ground utility lines and parking are allowed only if approved by the Federal Aviation Administration (FAA) as not constituting a hazard to air navigation.
- (c) Maximum structural coverage must not exceed 50 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts. Where development is proposed immediately adjacent to the airport property, structures should be located as far as practical from the runway.
- (d) Clubhouse is unacceptable in this zone.
- (e) An aviation easement is recommended and a fair disclosure agreement and covenant shall be recorded by the owner and developer of the property.

The adopted safety standards at NAS Point Mugu are shown in Table 6C. The standards in the CZ, the APZ-1, and the APZ-2 are the same as in the current CLUP. The standards in the TPZ zone are the same as in the civilian

Extended TPZ zone. As was done in the civilian table, the land use classification system has been changed to add transportation, communication, and utilities to the industrial category.

Aircraft Viewing Area

Please enjoy the aircraft flying overhead as they fly on final approach into the Oxnard Airport. The Oxnard Airport was opened in 1934 and was operated as an Army Air Corps base from 1942 to 1945. Howard Hughes used Oxnard Airport to test his various aircraft in the 1930's and airline passenger service for the citizens of Oxnard and Ventura County began in 1946. The airport is now home to many businesses and aircraft, and based on an economic benefit study completed in 2008, the airport provides over \$80 million in economic benefit to the local community every year and supports over 600 jobs. You can learn more about the Oxnard Airport by visiting www.ventura.org/airports

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX III

FAA Letters



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-333-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Baseball Backstop South
 Location: Oxnard, CA
 Latitude: 34-11-57.70N NAD 83
 Longitude: 119-11-24.76W
 Heights: 24 feet above ground level (AGL)
 73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-333-OE.

Signature Control No: 136085652-138071329
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-334-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Concession / Restrooms North
Location:	Oxnard, CA
Latitude:	34-12-02.49N NAD 83
Longitude:	119-11-25.54W
Heights:	12 feet above ground level (AGL) 61 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-334-OE.

Signature Control No: 136085654-138071328
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-337-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Maintenance and Storage Bldg
Location:	Oxnard, CA
Latitude:	34-12-02.52N NAD 83
Longitude:	119-11-27.21W
Heights:	12 feet above ground level (AGL) 60 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-337-OE.

Signature Control No: 136085661-138071327
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-338-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Backstop North
Location:	Oxnard, CA
Latitude:	34-12-04.75N NAD 83
Longitude:	119-11-24.27W
Heights:	24 feet above ground level (AGL) 73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-338-OE.

Signature Control No: 136085663-138071332
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-339-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Sideline Fence South
Location:	Oxnard, CA
Latitude:	34-12-00.00N NAD 83
Longitude:	119-11-24.76W
Heights:	20 feet above ground level (AGL) 69 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-339-OE.

Signature Control No: 136085665-138071326

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-340-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Sideline Fence North
Location:	Oxnard, CA
Latitude:	34-12-01.50N NAD 83
Longitude:	119-11-24.27W
Heights:	20 feet above ground level (AGL) 69 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-340-OE.

Signature Control No: 136085667-138071330

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2719-OE

Issued Date: 08/21/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Skate Park surface
Location:	Oxnard, CA
Latitude:	34-11-59.08N NAD 83
Longitude:	119-11-27.03W
Heights:	5 feet above ground level (AGL) 55 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2719-OE.

Signature Control No: 142233634-148206979

Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2722-OE

Issued Date: 08/21/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 14
Location:	Oxnard, CA
Latitude:	34-12-00.01N NAD 83
Longitude:	119-11-26.08W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2722-OE.

Signature Control No: 142235135-148206977

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2723-OE

Issued Date: 08/21/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 15
 Location: Oxnard, CA
 Latitude: 34-12-00.86N NAD 83
 Longitude: 119-11-26.07W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2723-OE.

Signature Control No: 142235137-148206976

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2724-OE

Issued Date: 08/21/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 16
Location:	Oxnard, CA
Latitude:	34-12-01.73N NAD 83
Longitude:	119-11-26.06W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2724-OE.

Signature Control No: 142235140-148206978

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2725-OE

Issued Date: 08/21/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole I3
 Location: Oxnard, CA
 Latitude: 34-11-55.77N NAD 83
 Longitude: 119-11-19.73W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 02/21/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2725-OE.

Signature Control No: 142235142-148206966

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2758-OE
 Prior Study No.
 2011-AWP-329-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 5
 Location: Oxnard, CA
 Latitude: 34-11-53.79N NAD 83
 Longitude: 119-11-19.75W
 Heights: 40 feet above ground level (AGL)
 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2758-OE.

Signature Control No: 142357627-146855728
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2759-OE
 Prior Study No.
 2011-AWP-330-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 6
 Location: Oxnard, CA
 Latitude: 34-11-53.80N NAD 83
 Longitude: 119-11-20.94W
 Heights: 40 feet above ground level (AGL)
 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2759-OE.

Signature Control No: 142357629-146855727
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2760-OE
 Prior Study No.
 2011-AWP-331-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 7
 Location: Oxnard, CA
 Latitude: 34-II-53.81N NAD 83
 Longitude: 119-II-22.13W
 Heights: 40 feet above ground level (AGL)
 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-I K Change 2.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2760-OE.

Signature Control No: 142357631-146855729

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2761-OE
 Prior Study No.
 2011-AWP-332-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 8
 Location: Oxnard, CA
 Latitude: 34-11-53.82N NAD 83
 Longitude: 119-11-23.32W
 Heights: 40 feet above ground level (AGL)
 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-276I-OE.

Signature Control No: 142357633-146855726

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2762-OE
 Prior Study No.
 2011-AWP-325-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 1
Location:	Oxnard, CA
Latitude:	34-11-55.80N NAD 83
Longitude:	119-11-23.30W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 201 I-AWP-2762-OE.

Signature Control No: 142358388-146856047

(DNE)

Karen McDonald

Specialist

Attachment(s)

Case Description

Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2763-OE
 Prior Study No.
 2011-AWP-326-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 2
 Location: Oxnard, CA
 Latitude: 34-11-55.79N NAD 83
 Longitude: 119-11-22.41W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2763-OE.

Signature Control No: 142358390-146856051

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2764-OE
 Prior Study No.
 2011-AWP-327-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 3
Location:	Oxnard, CA
Latitude:	34-11-55.79N NAD 83
Longitude:	119-11-21.51W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2764-OE.

Signature Control No: 142358392-146856050

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
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 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2765-OE
 Prior Study No.
 2011-AWP-328-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 4
 Location: Oxnard, CA
 Latitude: 34-11-55.78N NAD 83
 Longitude: 119-11-20.62W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2765-OE.

Signature Control No: 142358394-146856048

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
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 2601 Meacham Boulevard
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Aeronautical Study No.
 2011-AWP-2766-OE
 Prior Study No.
 2011-AWP-341-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 9
 Location: Oxnard, CA
 Latitude: 34-11-59.48N NAD 83
 Longitude: 119-11-27.02W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2766-OE.

Signature Control No: 142363592-146856054

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
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 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2768-OE
 Prior Study No.
 2011-AWP-342-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 10
 Location: Oxnard, CA
 Latitude: 34-11-59.50N NAD 83
 Longitude: 119-11-25.47W
 Heights: 25 feet above ground level (AGL)
 74 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-I K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2768-OE.

Signature Control No: 142363962-146856052

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2769-OE
 Prior Study No.
 2011-AWP-344-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 12
 Location: Oxnard, CA
 Latitude: 34-11-58.69N NAD 83
 Longitude: 119-11-27.03W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2769-OE.

Signature Control No: 142363964-146856049

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX IV

Noise Impact Analysis

NOISE IMPACT ANALYSIS

CAMPUS PARK

Prepared for:

City of Oxnard
1060 Pacific Avenue, Building No. 2
Oxnard, California 93030

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

LSA Project No. RJM1101

LSA

July 2011

RECEIVED

AUG 01 2011

PLANNING DIVISION
CITY OF OXNARD

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1.0 INTRODUCTION

This noise impact analysis has been prepared to evaluate the potential noise impacts and mitigation measures associated with the proposed Campus Park project located in the City of Oxnard (City) in the County of Ventura (County), California. This report is intended to satisfy the City's requirement for a project-specific noise impact analysis by both examining the impacts of the proposed project on noise-sensitive uses in the project area and evaluating the mitigation measures incorporated as part of the project design.

2.0 PROJECT DESCRIPTION

The City is proposing recreational and community park improvements at a site previously occupied by Oxnard High School, and which still contains a gymnasium and other school district buildings and facilities. The total project site is approximately 30 acres, and is bounded by 5th Street on the south, K Street on the west, 2nd Street on the north, and H Street on the east. Figure 1 shows the project location.

The proposed project consists of two baseball fields with soccer field overlays, two stand-alone soccer fields (all four soccer fields are not functional during baseball games), one synthetic football/soccer field with track, two basketball courts, a skate park, two snack bars, restroom, maintenance buildings, and a tot lot, together with associated parking areas. A potential dog exercise area is being proposed in the northwestern portion of the project site, between the existing school district maintenance yard and the park's maintenance area. The existing gymnasium and locker wings building and existing 2-story building at the northeast corner of 5th Street and K Street will remain. Figure 2 shows the project's site plan.

Land to the west, across K Street, includes school district buildings, a fire station, vacant land, and a commercial center across from the Oxnard Airport property west of Ventura Road, approximately 800 feet (ft) west of the western project boundary. The previous high school campus included classroom buildings and sports fields most of which were located within the Runway Protection Zone for Runway 25 at the Oxnard Airport. Most structures associated with the high school have been demolished, and the intent of the project is to redevelop the site with a community park and recreational facilities.

The project site is within Oxnard, and the City General Services Department is acting as the developer of the project. The nearby Oxnard Airport is owned and operated by the County, with advice from the five-member Oxnard Airport Authority. Land use compatibility for uses within the airport influence area is subject to review by the County Airport Land Use Commission (ALUC), based on mapping and criteria in the County Airport Land Use Plan (ALUP). The Ventura County Transportation Commission serves as the ALUC.

Access to the site will be provided via driveways on all four streets that are directly adjacent to the project site.

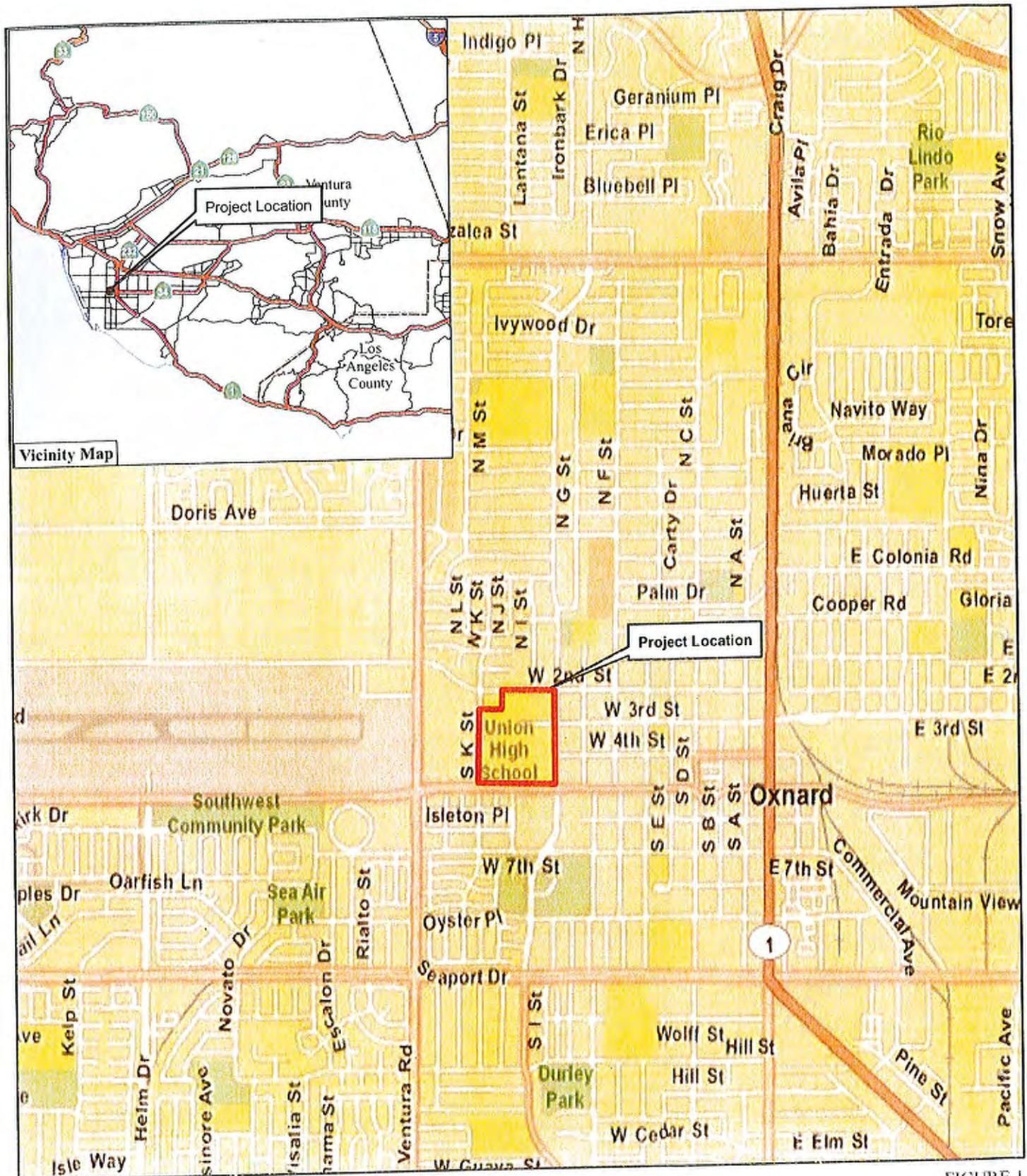


FIGURE 1

LSA



0 1,000 2,000 Feet



SOURCE: Street Map USA

I:\RJM1101\G\Project_loc.mxd (7/11/11)

Campus Park
Project Location and Vicinity Map

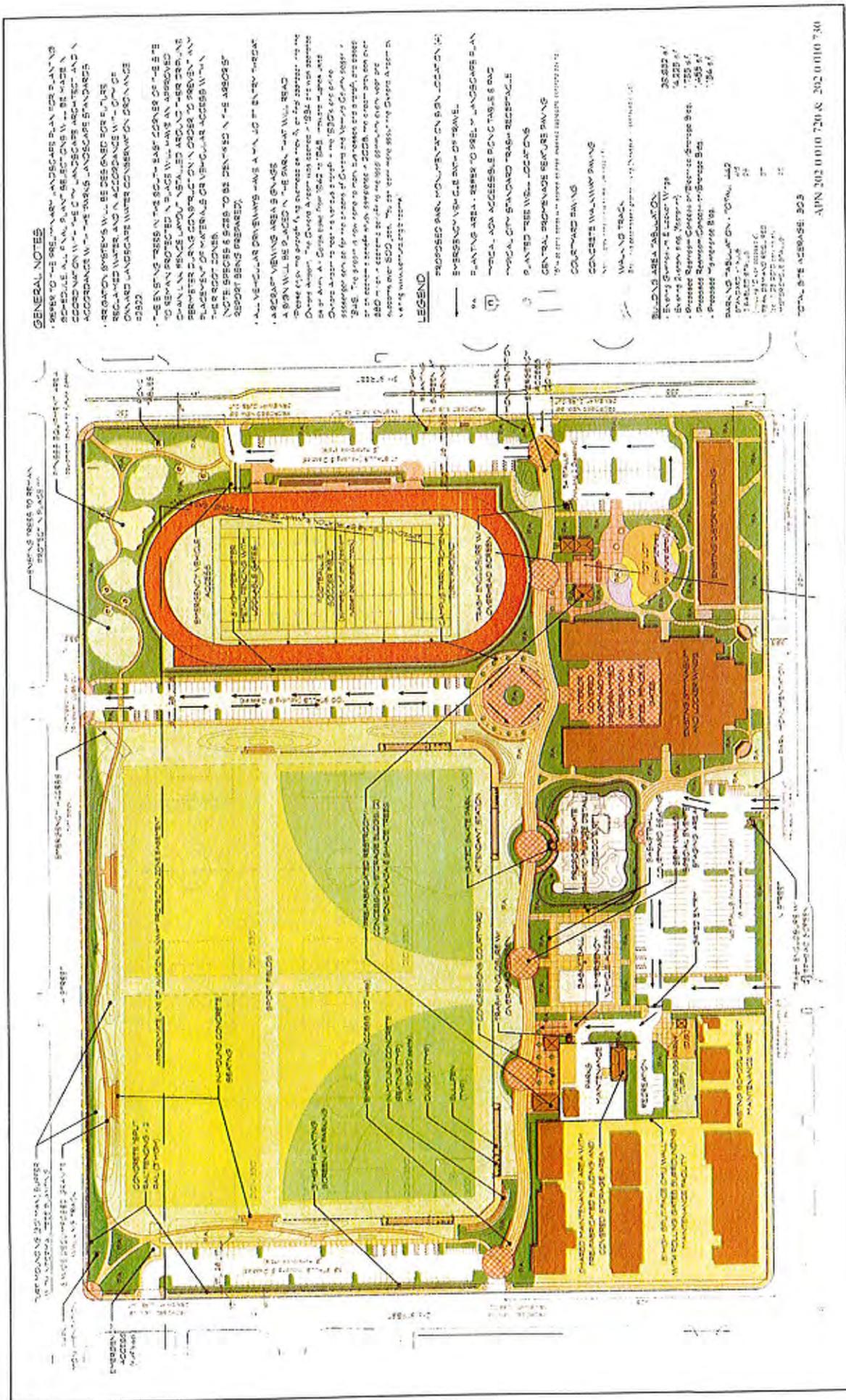


FIGURE 2

LSA



SOURCE: RJM Design Group, Inc.

LRMJ1102/G/Site Plan cdr (7/11/11)

Campus Park

Preliminary Site Plan

3.0 SETTING

3.1 METHODOLOGY RELATED TO NOISE IMPACT ASSESSMENT

Evaluation of noise impacts associated with the proposed park/recreational area project includes the following:

- Determine the short-term construction noise impacts on off-site noise-sensitive uses
- Determine the long-term operational noise impacts on off-site noise-sensitive uses
- Determine the long-term mobile source (traffic and aircraft) noise impacts on on-site uses
- Determine the required mitigation measures to reduce short-term and long-term noise impacts

3.2 CHARACTERISTICS OF SOUND

Sound is increasing to such disagreeable levels in our environment that it can threaten our quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations or cycles per second of a wave that result in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

3.2.1 Measurement of Sound

Sound intensity is measured through the A-weighted scale (i.e., dBA) to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units such as inches or pounds, decibels (dB) are measured on a logarithmic scale, representing points on a sharply rising curve. For example, 10 dB are 10 times more intense than 1 dB, 20 dB are 100 times more intense, and 30 dB are 1,000 times more intense. Thirty dB represent 1,000 times as much acoustic energy as 1 dB. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. For example, an object generating 86 dB at a distance of 50 ft would generate 80 dB at 100 ft and 74 dB at 200 ft. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance. Therefore, a roadway generating 70 dB at 50 ft would generate 67 dB at 100 ft in a hard-site environment and 66.5 dB at 100 ft in a soft-site environment.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. However, the predominant rating scales for human communities in the State of California are the equivalent-continuous sound level (L_{eq}) and community noise equivalent level (CNEL) based on A-weighted decibels (dBA). L_{eq} is the total sound energy of time-varying noise over a sample period. CNEL is the time-varying noise over a 24-hour period, with a weighting factor of 5 dBA applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and with a weighting factor of 10 dBA from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). The noise adjustments are added to the noise events occurring during the more sensitive hours. Day-night average noise (L_{dn}) is similar to the CNEL but without the adjustment for nighttime noise events. CNEL and L_{dn} are normally exchangeable and within 1 dB of each other. Other noise-rating scales of importance when assessing annoyance factor include the maximum noise level, or L_{max} , and percentile noise exceedance levels, or L_N . L_{max} is the highest exponential time-averaged sound level that occurs during a stated time period. It reflects peak operating conditions and addresses the annoying aspects of intermittent noise. L_N is the noise level that is exceeded "N" percent of the time during a specified time period. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the lowest noise level experienced during a monitoring period. It is normally referred to as the background noise level.

3.2.2 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA can result in dizziness and loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

Table A lists “Definitions of Acoustical Terms.” Table B shows “Common Sound Levels and Their Sources.” Table C shows “Land Use Compatibility for Exterior Community Noise” recommended by the California Department of Health, Office of Noise Control.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. 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. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01} , L_{10} , L_{50} , L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control 1991.

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Evaluation
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	
Near Freeway Auto Traffic	70	Moderately Loud	Baseline
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing
	0	Very Faint	

Source: Compiled by LSA Associates, Inc. 1998.

Table C: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Passively-used open spaces	50	50-55	55-70	70+
Auditoriums, concert halls, amphitheaters	45-50	50-65	65-70	70+
Residential: low-density single-family, duplex, mobile homes	50-55	55-70	70-75	75+
Residential: multifamily	50-60	60-70	70-75	75+
Transient lodging: motels, hotels	50-60	60-70	70-80	80+
Schools, libraries, churches, hospitals, nursing homes	50-60	60-70	70-80	80+
Actively used open spaces: playgrounds, neighborhood parks	50-67	—	67-73	73+
Golf courses, riding stables, water recreation, cemeteries	50-70	—	70-80	80+
Office buildings, business commercial and professional	50-67	67-75	75+	—
Industrial, manufacturing, utilities, agriculture	50-70	70-75	75+	—

Source: Office of Noise Control, California Department of Health 1976.

Noise Range I—Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II—Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Noise Range III—Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV—Clearly Unacceptable: New construction or development should generally not be undertaken.

3.3 EXISTING NOISE ENVIRONMENT

3.3.1 Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The proposed project site is located within a former high school campus. There are existing residences to the north, east, and south of the project site. There are other non-residential uses located in the project vicinity. These include the Grace Bible Church located to the south across 5th Street, Oxnard Buddhist Temple located to the east across H Street, Oxnard Adult School located to the north across 2nd Street, and Oxnard Fire Department, El Centrito Family Learning Center, the Masonic Lodge, the Oxnard Union High School District office, and a National Guard Base are located to the west across K Street. The closest off-site sensitive land uses are the residences located at a distance of 120 ft east of the proposed soccer fields. The closest residences to the northern project boundary are located at a distance of 120 ft to the north from the proposed baseball and soccer fields. The closest residences to the south are located at 195 ft from the proposed track field.

3.3.2 Overview of the Existing Noise Environment

The primary existing noise sources in the project area are transportation facilities. Traffic on H Street, K Street, 2nd Street, 5th Street, and other local streets is the dominant source contributing to area ambient noise levels. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. In addition, aircraft operations at the Oxnard Airport to the west of the project site also contribute to the area's ambient noise levels. Noise levels on and in the vicinity of the project site will change as a result of the proposed project. Potential noise impacts associated with the project include road noise due to increases in vehicular traffic, on-site noise from activities within the proposed play fields and maintenance facility, and construction noise.

Ambient Noise Measurements. LSA conducted short-term noise level measurements in the front yard outdoor frequent human use zones and at two residences, a Masonic Temple, and a Church in Oxnard, California, on May 19, 2011. All of the measurements were conducted using a Larson Davis 831 – Type I – 1/3rd-Octave Integrating Sound Level Meter (SLM) (Serial No. 2441). The SLM was field-calibrated prior to the measurement of noise levels; the measurements were made with A-weighting, and the SLM was placed 5 ft above the ground. All short-term ambient noise level measurements were made using 20-minute periods, and analyzed with equivalent continuous level (L_{eq}), which performs integration (energy averaging) of the sound levels over the measurement period.

The results of the short-term ambient noise level measurements are shown in Table D, which summarizes the location, description of the noise measurement, and the noise level (L_{eq}) of the short-term measurements. Figure 3 denotes the location of each short-term measurement. The field data sheets are located in Appendix A.

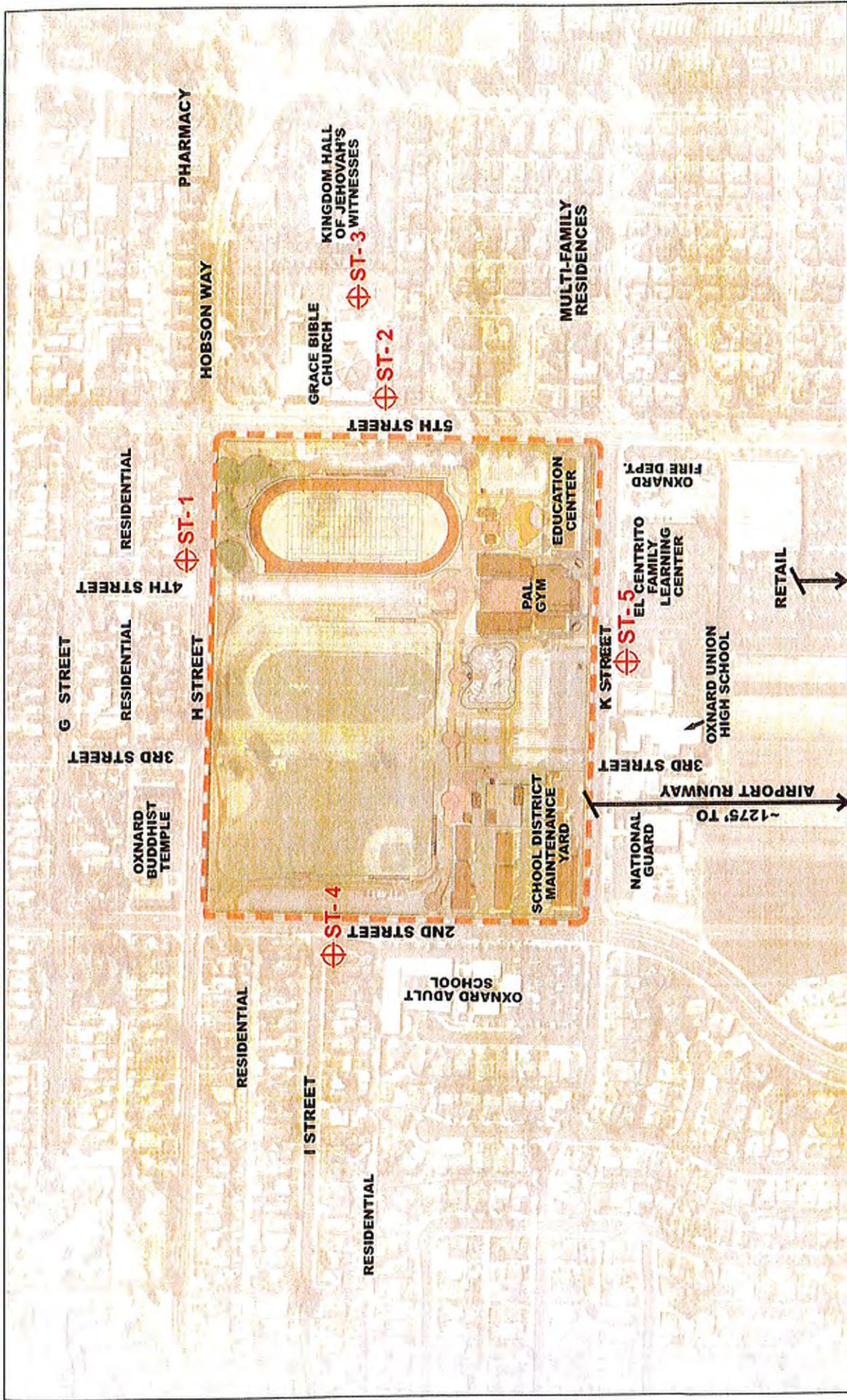
Table D: Short-Term Ambient Noise Level Measurement Results

ID	Location	Description	$L_{eq\ 20\ min}$ dBA
ST-1	840 West 4th Street, Oxnard, California Single-Family Residence	Ambient noise in front yard, traffic on H Street and private aircraft	62.4
ST-2	936 West 5th Street, Oxnard, California Grace Bible Church	Ambient noise in front yard, traffic on 5th Street	68.7
ST-3	936 West 5th Street, Oxnard, California Grace Bible Church	Ambient noise near playground behind church, traffic on 5th Street	52.2
ST-4	161 South I Street, Oxnard, California Single-Family Residence	Ambient noise in front yard, traffic on I Street and private aircraft	64.2
ST-5	341 South K Street, Oxnard, California Masonic Lodge #341	Ambient noise in front yard, traffic on K Street and private aircraft	59.4

Source: LSA Associates, Inc., May 2011.

dBA = A-weighted decibels

$L_{eq\ 20\ min}$ = equivalent continuous level over a period of 20 minutes



LSA

FIGURE 3

Legend

⊕ ST-# - Short Term Noise Measurement Locations



SOURCE: RJM Design Group, Inc.

E:\RMJ1102\GNoise Meas Loc.cdr (5/26/11)

Campus Park
Noise Measurement Locations

- **ST-1:** 840 West 4th Street, Oxnard, California. The noise monitor was placed in the front yard of this single-family residence, 10 ft south of the northern facade of the residence and 13 ft west of the western facade. This measurement represents the ambient noise level that results from the traffic along H Street and the private aircraft flying overhead.
- **ST-2:** 936 West 5th Street, Oxnard, California. The noise monitor was placed in the front yard of Grace Bible Church, 26 ft south of the southern edge of 5th Street and 10 ft west of the western facade of the church. This measurement represents the ambient noise level that results from the traffic along 5th Street.
- **ST-3:** 936 West 5th Street, Oxnard, California. The noise monitor was placed adjacent to the playground on the southern side of the church, 10 ft south of the southern block wall that surrounds the playground. This measurement represents the ambient noise level that results from the traffic along 5th Street; the building provides substantial shielding from the traffic noise near the playground.
- **ST-4:** 161 South I Street, Oxnard, California. The noise monitor was placed in the front yard of this single-family residence, 35 ft north of the northern edge of 2nd Street and 12 ft east of the eastern facade of the residence. This measurement represents the ambient noise level that results from the traffic along 2nd Street and the private aircraft flying overhead.
- **ST-5:** 341 South K Street, Oxnard, California. The noise monitor was placed in the front yard of this Masonic Lodge, 31 ft north of the southern facade of the building and 10 ft west of the western edge of K Street. This measurement represents the ambient noise level that results from the traffic along K Street and the private aircraft flying overhead.

Existing Traffic Noise Modeling. The City's traffic engineering staff (Jason Samonte, 1-805-385-7872, May 23, 2011) provided the existing (2008 counts) average daily traffic (ADT) volumes in the project vicinity. In the project vicinity, 2nd Street is classified as a Collector with 4,000 ADTs and a posted speed limit of 25 miles per hour (mph); 5th Street is classified as Secondary Arterial with 16,000 ADTs and 35 mph; H Street is classified as Local Arterial with 9,000 ADTs and 25 mph; K Street is classified as Local street with 25 mph, and no traffic count is available. For the purposes of this noise impact analysis, it is assumed that there were 2,000 ADTs along K Street under the existing (2008) condition. These traffic volumes are projected to the year 2030, with a 1.5 percent annual growth rate per the City's recommendations for future traffic noise impact analysis later.

The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions in the vicinity of the project site. The existing (2008) baseline condition traffic noise impact analyses were conducted and listed in Table E. Model printouts are included in Appendix B. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Table E shows that traffic noise in the project vicinity ranges from low (2nd Street, H Street, and K Street) to moderate (5th Street). Most of the 70 and 65 dBA CNEL contours are confined within the roadway right-of-way, except the 65 dBA CNEL contour along 5th Street, which extends to 81 ft from the roadway centerline.

Table E: Existing (2008) Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
2nd Street between H St. and K St.	4,000	< 50 ¹	< 50	< 50	56.3
5th Street between H St. and K St.	16,000	< 50	81	249	65.8
H Street between 2nd St. and 5th St.	9,000	< 50	< 50	65	59.8
K Street between 2nd St. and 5th St.	2,000	< 50	< 50	< 50	54.0

Source: LSA Associates, Inc., May 2011.
ADT = average daily traffic
dBA = A-weighted decibel
CNEL = community noise equivalent level
ft = feet

Existing Aircraft Noise. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City’s General Plan, the project site is located outside of the 65 dBA CNEL contour but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL.

3.4 THRESHOLDS OF SIGNIFICANCE

The noise significance thresholds presented below are based on industry standards and standards provided by the City. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on these factors and the City’s noise policies and standards (listed below), noise impacts are considered significant if any of the following conditions are met.

3.4.1 City of Oxnard Noise Standards

The City has adopted a Noise Element (Chapter X) in its General Plan. The objectives of the City’s Noise Element are to (1) provide acceptable noise levels for residential and other noise-sensitive land uses consistent with State guidelines, (2) protect noise sensitive uses from areas with high ambient noise levels, and (3) integrate noise considerations into the community planning process to prevent noise/land use conflicts.

One of the policies states that “The City shall prohibit the development of noise-sensitive land uses within the Oxnard Airport 65 dBA CNEL contour.”

¹ Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

The City has in its Municipal Code, Article XI, Sound Regulation, Section 7-188, that sound sources associated with or created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys are exempted from the noise provisions of this article, provided the activities occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays. These activities are prohibited on Sundays and federal holidays.

In addition, Section 7-188 also states that, activities for which a permit or license has been issued and conducted on public parks, public playgrounds, or public or private school grounds, including school athletic and school entertainment events, which are conducted under the sanction of the school, are exempted from the provisions of this article.

For activities for which associated noise is not exempted from the Municipal Code, Article XI, Section 7-185 listed the exterior noise standards for various land use zones, including an allowable exterior noise level of 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. and 7:00 a.m. for residential uses, with the adjustment described below.

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

- The allowable exterior sound level for a cumulative period of more than 30 minutes in any hour;
- The allowable exterior sound level plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- The allowable exterior sound level plus 10 dBA for a cumulative period of more than 5 minutes in any 1 hour;
- The allowable exterior sound level plus 15 dBA for a cumulative period of more than 1 minute in any 1 hour; or
- The allowable exterior sound level plus 20 dBA for any period of time.

Table F lists the respective noise level as described above.

Table F: Allowable Exterior Noise Levels, dBA

	L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
Daytime Hours (7:00 a.m. to 10:00 p.m.)	55	60	65	70	75
Nighttime Hours (10:00 p.m. to 7:00 a.m.)	50	55	60	65	70

Source: City of Oxnard Municipal Code

dBA = A-weighted decibels

L₅₀ = noise levels that are exceeded 50 percent of the time

L₂₅ = noise levels that are exceeded 25 percent of the time

L₈ = noise levels that are exceeded 8 percent of the time

L₂ = noise levels that are exceeded 2 percent of the time

L_{max} = maximum noise level

In the event the ambient sound level exceeds any of the first four sound level categories identified above, the allowable exterior sound level applicable to the category shall be increased to reflect ambient sound level. In the event the ambient sound level exceeds the fifth category, the maximum

allowable exterior sound level under the category shall be increased to reflect the maximum ambient sound level.

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

The City's Municipal Code, Article XI, Section 7-186 listed the interior noise standards of an allowable interior noise level of 50 dBA between the hours of 7:00 a.m. and 10:00 p.m. and 45 dBA between the hours of 10:00 p.m. and 7:00 a.m. for residential uses, with the adjustment described below.

No person at any location within the City shall create, maintain, cause, or allow any sound on property, which causes the sound level when measured within any dwelling unit in any sound zone to exceed:

- The allowable exterior sound level for a cumulative period of more than 5 minutes in any hour;
- The allowable exterior sound level plus 5 dBA for a cumulative period of more than 1 minute in any hour; or
- The allowable exterior sound level plus 10 dBA for any period of time.

Table G lists the respective noise level as described above.

Table G: Allowable Interior Noise Levels, dBA

	L_8	L_2	L_{max}
Daytime Hours (7:00 a.m. to 10:00 p.m.)	50	55	60
Nighttime Hours (10:00 p.m. to 7:00 a.m.)	45	50	55

Source: City of Oxnard Municipal Code

dBA = A-weighted decibels

L_8 = noise levels that are exceeded 8 percent of the time

L_2 = noise levels that are exceeded 2 percent of the time

L_{max} = maximum noise level

In the event the ambient exterior sound level exceeds any of the first two sound level categories identified above, the allowable interior sound level shall be increased to reflect the maximum ambient sound level.

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

4.0 IMPACTS AND MITIGATION MEASURES

Implementation of the proposed project would result in short-term construction and long-term traffic and stationary noise impacts. Once the project has been completed, the noise generated by on-site activities may impact neighboring sensitive uses. The following discussion focuses on the increase in noise associated with the construction and operation of the proposed project and the traffic in the project area.

4.1 LESS THAN SIGNIFICANT IMPACTS

4.1.1 Aircraft Noise Impact

Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's General Plan, the project site is located outside of the 65 dBA CNEL contour but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. It is not expected that future airport 65 dBA CNEL noise contour would affect the project site. Therefore, aircraft noise levels will be below a level of significance.

4.1.2 Vehicular Traffic Noise Impact

Future Traffic Noise Modeling. Based on the 1.5 percent annual growth rate, average daily traffic volumes along street segments in the project vicinity were projected from the 2008 traffic counts. The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions in the vicinity of the project site. The future (2030) traffic noise impact analyses were conducted and listed in Table F. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Table H shows that traffic noise in the project vicinity would continue to range from low (2nd Street, H Street, and K Street) to moderate (5th Street) for the future (2030) condition. Most of the 70 and 65 dBA CNEL contours would remain confined within the roadway right-of-way, except the 65 dBA CNEL contour along 5th Street, which would extend to 110 ft from the roadway centerline.

Based on the site plan, none of the proposed on-site uses would be exposed to traffic noise exceeding the 65 dBA CNEL noise standard for park or sports field uses. The proposed tot lot is approximately 200 ft from the 5th Street centerline and would be exposed to traffic noise reaching 61 dBA CNEL. This part of the project site is well outside of the 60 dBA CNEL noise contour from the Oxnard Airport. The composite (traffic and aircraft) noise level would remain below 65 dBA CNEL for the tot lot area. Therefore, no significant traffic noise impacts would occur, and no mitigation measure is required for traffic noise impacts.

Table H: Future (2030) Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
2nd Street between H St. and K St.	5,550	< 50 ¹	< 50	< 50	57.7
5th Street between H St. and K St.	22,200	< 50	110	345	67.2
H Street between 2nd St. and 5th St.	12,488	< 50	< 50	89	61.2
K Street between 2nd St. and 5th St.	2,775	< 50	< 50	< 50	55.4

Source: LSA Associates, Inc., May 2011.

ADT = average daily traffic

CNEL = community noise equivalent level

dBA = A-weighted decibels

ft = feet

4.1.3 Stationary Sources Noise Impact

During a sports event, spectators, players, and coaches would generate relatively loud noise. However, a single daytime or nighttime event, even with relatively high noise-generating activities—such as periodic whistles, loud talk, players yelling on the fields, and cheering, yelling, and applause from spectators—would not necessarily result in the CNEL exceeding the 65 dBA CNEL City noise standard for neighboring residential communities. For example, many areas adjacent to an airport or a freeway may experience high single-event noise from overhead aircraft exceeding 85 dBA L_{max} or from heavy-duty trucks exceeding 75 dBA L_{max} , but they may still be outside the 65 dBA CNEL noise contour from the airport or the freeway. A noisy event generating 70 dBA L_{max} and lasting for an hour may be averaged to a much lower CNEL level if sound levels during the remainder of the 24-hour period are 50 dBA or lower. The emphasis is that CNEL is a weighted, 24-hour average noise scale, not an instant noise level denoted by a simple dBA reading.

The proposed project is located within a developed urban area. However, the project site will be used for sports fields, and therefore, the noise impacts from the proposed play fields were calculated using a soft-site 6 dBA reduction per doubling of distance for point sources.

The proposed project includes several active outdoor use areas. There are two baseball/four soccer fields, one synthetic football/soccer field with track, two full basketball courts, one skate park, two snack bars, restroom, and maintenance buildings, one proposed tot lot, and associated parking lots, together with an existing gymnasium and an existing 2-story Education Center building. Lighting would be provided for the skate park; basketball courts; and the football, soccer, and track fields. However, lighting would be turned off after 10:00 p.m. Therefore, these fields would be open during the daytime hours between 7:00 a.m. and 10:00 p.m. only.

The bleachers at the football field would seat 200 people. It is estimated that there would be 50 people for each soccer/baseball field, and 10 people at each basketball court. Competitive games will be held mainly through the PAL league. Section 7-188 of the City's Municipal Code states that, activities for

¹ Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

which a permit or license has been issued and conducted on public parks, public playgrounds, or public or private school grounds, including school athletic and school entertainment events, which are conducted under the sanction of the school, are exempted from the provisions of the article. Therefore, noise associated with PAL league-sanctioned games is exempt from the City's noise ordinance requirements. During PAL league-sanctioned games, the number of spectators could be potentially higher than during the weekday/weekend practice/games. The following evaluates those activities that are not sanctioned by the PAL league that would occur on the proposed sports fields on the project site.

The closest off-site sensitive land uses are the residences and the Oxnard Buddhist Temple located at a distance of 120 ft east of the proposed baseball/soccer fields or those that are approximately 200 ft from the proposed football/soccer field. However, the seating for the baseball fields is located at the west end of the fields, and its center point is approximately 630 ft from the nearest residences to the east. The concrete seating area built into a mounded grass berm would function as a noise barrier. The center of the bleachers at the proposed football/soccer field is approximately 420 ft from the nearest residences to the east. These bleacher seats would be facing north and not directly facing the residences to the east.

The closest residences to the northern project boundary are located at a distance of 200 ft to the north from the proposed baseball and soccer fields. The center of the seating is approximately 200 ft to the nearest residences and the Oxnard Adult School to the north. Half of the seats would be facing south, away from the residences to the north, and half of the seats would be facing east, and partially shielded by the seating berm facing south for the residences to the north. These seats are concrete seating built into a mounded grass berm. Therefore, they function as a noise barrier for receivers behind the seating area.

The closest residences and the Grace Bible Church to the south are located 195 ft from the proposed football/soccer field. All bleacher seats would be facing north and away from the residences to the south. The back of the bleachers would be constructed with solid materials so that the bleacher seats would function as a noise barrier to the receivers behind the seating area. The proposed tot lot is approximately 240 ft from the nearest residences to the south.

There are no residential uses to the west of the project site. The Oxnard Union High School District is located 320 ft from the proposed basketball courts and 290 ft from the proposed skate park. The El Centrito Family Learning Center is located approximately 200 ft west of the proposed tot lot, separated by the existing Education Center building.

As stated previously, the bleachers at the football field would seat 200 people. It is estimated that there would be 50 people for each soccer/baseball field, and 10 people at each basketball court.

It is assumed that, as a worst-case scenario, there would be a total of 100 people at the two baseball fields with half of them making noise at the same time cheering for their own team, assuming that a weekday practice would consist of 15 people per team, including 12 players and 3 coaches. Some parents may choose to watch practice, making it a maximum of 25 people present per team. It is assumed that half of the 100 people are male and half of them are female. Therefore, out of the 100 people on the two fields, there would be 50 males and 50 females. Because the spectators are located more concentrated at one area than players and coaches, it is anticipated that the cheering from the

spectators would be the dominant source of sound/noise during the practice. In addition, the players would be spread out in a large field and sound/noise from each individual person would be sporadic. Therefore, as a worst-case scenario, it is assumed that most people would generate sound/noise from the center of the bleachers. However, only half of the spectators would be yelling during scoring by the team they support, with the other half using only loud or raised voices.

If soccer practice takes place at the baseball/soccer fields instead of baseball practice, then it is assumed that there would be 100 people each on the northern and southern fields, making it a total of 200 people present at the same time on all four soccer fields. Similarly, as a worst-case scenario, it is assumed that half of the people would generate sound/noise from the center of the northern fields or the southern fields. However, only half of the spectators on each field would be yelling during scoring by the team they support, with the other half using only loud or raised voices.

For the football field, it is assumed that a total of 200 people would be present at the same time. As a worst-case scenario, it is assumed that most people would generate sound/noise from the center of the bleachers. However, only half of the spectators would be yelling during scoring by the team they support, with the other half using only loud or raised voices.

Based on the average A-weighted sound level of speech for different vocal efforts under quiet conditions at a distance of 1 meter (m) (3 ft) in a free field (quoted by Harry Levitt and John C. Webster in *Handbook of Acoustical Measurements and Noise Control*, Third Edition, edited by Cyril M Harris, 1991), male shouting would result in 88 dBA, while female shouting would be 82 dBA at a distance of 3 ft. Likewise, loud voices for male would be 75 dBA and 71 dBA for female, and raised voices would be 65 dBA for male and 62 dBA for female. These are all maximum sound pressure levels (L_{max}) measured at 1 m (or 3 ft) from the person. In acoustics, every doubling of an equal sound energy would result in a 3 dBA increase in combined noise levels. Therefore, two males shouting at the same time would result in 91 dBA at 1 m (3 ft), and two females shouting would result in 85 dBA.

Residences and the Oxnard Buddhist Temple to the East. The distance from the center of the seating at the north field to the residential property line to the east is approximately 630 ft. Assuming a total of 50 people with an even mix of 25 men and 25 women, the noise would be approximately 54 dBA when all 50 people are shouting at the same time at 630 ft. The loud voices from all 50 people at the same time would be 42 dBA at 630 ft. The raised voices from all 50 people would be 32 dBA at 630 ft. The distance from the center of the seating at the south field to the residential property line is approximately 900 ft. Fifty people at the south field would result in noise levels of 50, 38, and 28 dBA, respectively, from shouting, loud voices, and raised voice levels from all 50 people at the same time. If these two baseball fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 56, 43, and 34 dBA, respectively, from shouting, loud voices, and raised voice levels from all 100 people combined. Table I depicts these noise levels discussed above. Table I shows that noise levels at the nearest residences to the east from the proposed baseball fields would not exceed the City's noise standards. In addition, these noise levels are below the 62.4 dBA L_{eq} ambient noise measured at 840 West 4th Street that is to the east of the project site.

Table I: Player and Spectator Noise at Residences East of the Baseball Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north baseball field</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 630 ft, instant	53	47	40	36	30	27
50 people at 630 ft, instant	54		41.5		32	
<i>Game on south baseball field</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 900 ft, instant	49	43	36	32	26	23
50 people at 900 ft, instant	50		38		28	
<i>Combined noise level at residences</i>	56		43		34	
City Standard ²	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibel

ft = feet

m = meter

If soccer practice takes place at the four fields instead of baseball practice, there is a potential for all four soccer fields to be occupied at the same time, each with 50 people. The distance from the center of the north fields to the residential property line to the east is approximately 360 ft. Assuming a total of 100 people at the north fields with an even mix of men and women, the noise would be approximately 61 dBA when all 100 people are shouting at the same time at 360 ft. The loud voice levels from all 100 people at the same time would be 49 dBA at 360 ft. The raised voice levels from all 100 people would be 39 dBA at 360 ft. The distance from the center of the south fields to the residential property line is approximately 480 ft. One hundred people at the south fields would result in noise levels of 59, 47, and 37 dBA, respectively, from shouting, loud voices, and raised voice levels from all 100 people at the same time. If these four soccer fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 63, 51, and 41 dBA, respectively, from shouting, loud voices, and raised voice levels from all 200 people combined.

Table J depicts these noise levels discussed above. Table J shows that noise levels at the nearest residences to the east from the proposed soccer fields would not be exposed to noise levels that exceed the City's noise standards.

At the proposed football field, the distance from the center of the bleachers to the residential property line to the east is approximately 550 ft. Assuming a total of 200 people at the football field with an even mix of men and women, the noise would be approximately 61 dBA when all 200 people are shouting at the same time at 550 ft. The loud voices from all 200 people at the same time would be 49 dBA at 550 ft. The raised voices from all 200 people would be 39 dBA at 550 ft. Table K depicts these noise levels discussed above. Table K shows that noise levels at the nearest residences to the east from the proposed football field would not exceed the City's noise standards.

Table J: Player and Spectator Noise at Residences East of the Soccer Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 360 ft, instant	60	54	47	43	37	34
100 people at 360 ft, instant	61		49		39	
<i>Game on south soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 480 ft, instant	58	52	45	41	35	32
100 people at 480 ft, instant	59		47		37	
<i>Combined noise level at residences</i>	63		51		41	
City Standard ²	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibels

ft = feet

m = meter

Table K: Player and Spectator Noise at Residences East of the Football Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
100 people at 3 ft, instant	105	99	92	88	82	79
100 people at 550 ft, instant	60	54	47	43	37	34
200 people at 550 ft, instant	61		49		39	
City Standard ²	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibel

ft = feet

m = meter

Residences to the North. The distance from the center of the seating at the north field to the residential property line to the north is approximately 200 ft. Assuming a total of 50 people with an even mix of men and women, the noise would be approximately 64 dBA when all 50 people are shouting at the same time at 200 ft. The loud voices from all 50 people at the same time would be 52 dBA at 200 ft. The raised voices from all 50 people would be 42 dBA at 200 ft. The distance from the center of the seating at the south field to the residential property line is approximately 840 ft. Fifty people at the south field would result in noise levels of 51, 39, and 29 dBA, respectively, from shouting, loud voices, and raised voice levels from all 50 people at the same time. However, the concrete seating area built into a mounded grass berm would function as a noise barrier and provide at least 3 dBA in noise reduction for receptors behind the north seating area. This will reduce the noise

Table M: Player and Spectator Noise at Residences North of the Soccer Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 360 ft, instant	60	54	47	43	37	34
100 people at 360 ft, instant	61		49		39	
<i>Game on south soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 660 ft, instant	55	49	42	38	32	29
100 people at 660 ft, instant	56		44		34	
<i>Combined noise level at residences</i>	62		50		40	
City Standard ²	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibel

ft = feet

m = meter

At the proposed football field, the distance from the center of the bleachers to the residential property line to the north is approximately 1,300 ft. Assuming a total of 200 people at the football field with an even mix of men and women, the noise level would be approximately 53 dBA when all 200 people are shouting at the same time at 1,300 ft. The loud voices from all 200 people at the same time would be 40 dBA at 1,300 ft. The raised voices from all 200 people would be 31 dBA at 1,300 ft. Table N depicts these noise levels discussed above. Table N shows that noise levels at the nearest residences to the north from the proposed football field would not exceed the City's noise standards. In addition, these noise levels are below the 64.2 dBA L_{eq} ambient noise measured at 161 South I Street that is to the north of the project site.

Table N: Player and Spectator Noise at Residences North of the Project Site (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
100 people at 3 ft, instant	105	99	92	88	82	79
100 people at 1,300 ft, instant	52	46	39	35	29	26
200 people at 1,300 ft, instant	53		40		31	
City Standard ²	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibel

ft = feet

m = meter

Residences to the South. The distance from the center of the seating at the north field to the residential property line to the south is approximately 1,300 ft. Assuming a total of 50 people with an even mix of men and women, the noise would be approximately 47 dBA when all 50 people are shouting at the same time at 1,300 ft. The loud voice levels from all 50 people at the same time would be 35 dBA at 1,300 ft. The raised voices from all 50 people would be 23 dBA at 1,300 ft. The distance from the center of the seating at the south field to the residential property line is approximately 550 ft. Fifty people at the south field would result in noise levels of 55, 43, and 33 dBA, respectively, from shouting, loud voices, and raised voice levels from all 50 people at the same time. If these two baseball fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 56, 44, and 34 dBA, respectively, from shouting, loud voices, and raised voice levels from all 100 people combined. Table O depicts these noise levels discussed above. Table O shows that noise levels at the nearest residences to the south from the proposed baseball fields would not exceed the City's noise standards. In addition, these noise levels are below the 68.7 dBA L_{eq} ambient noise measured at the Grace Bible Church that is to the south of the project site.

Table O: Player and Spectator Noise at Residences South of the Project Site (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north baseball field</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 1,300 ft, instant	46	40	33	29	23	20
50 people at 1,300 ft, instant	47		35		25	
<i>Game on south baseball field</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 550 ft, instant	54	48	41	37	31	28
50 people at 550 ft, instant	55		43		33	
<i>Combined noise level at residences</i>	56		44		34	
City Standard ²	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibel

ft = feet

m = meter

If soccer practice takes place at both fields instead of the baseball practice, there is a potential for all four soccer fields to be occupied at the same time, each with 50 people. The distance from the center of the north fields to the residential property line to the south is approximately 1,080 ft. Assuming a total of 100 people at the north fields with an even mix of men and women, the noise would be approximately 52 dBA when all 100 people are shouting at the same time at 1,080 ft. The loud voices from all 100 people at the same time would be 40 dBA at 1,080 ft. The raised voices from all 100 people would be 30 dBA at 1,080 ft. The distance from the center of the south fields to the residential property line is approximately 720 ft. One hundred people at the south fields would result in noise levels of 55, 43, and 33 dBA, respectively, from shouting, loud voices, and raised voice levels from

all 100 people at the same time. If these four soccer fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 57, 45, and 35 dBA, respectively, from shouting, loud voices, and raised voice levels from all 200 people combined. Table P depicts these noise levels discussed above. Table P shows that noise levels at the nearest residences to the south from the proposed soccer fields would not exceed the City's noise standards. In addition, these noise levels are below the 68.7 dBA L_{eq} ambient noise measured at the Grace Bible Church that is to the south of the project site.

Table P: Player and Spectator Noise at Residences South of the Project Site (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 1,080 ft, instant	51	45	38	34	28	25
100 people at 1,080 ft, instant	52		40		30	
<i>Game on south soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 720 ft, instant	54	48	41	37	31	28
100 people at 720 ft, instant	55		43		33	
<i>Combined noise level at residences</i>	57		45		35	
City Standard ²	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibel

ft = feet

m = meter

At the proposed football field, the distance from the center of the bleachers to the residential property line to the south is approximately 195 ft. Assuming a total of 200 people at the football field with an even mix of men and women, the noise would be approximately 70 dBA when all 200 people are shouting at the same time at 195 ft. The loud voices from all 200 people at the same time would be 58 dBA at 195 ft. The raised voices from all 200 people would be 48 dBA at 195 ft. However, because the bleacher seats are all facing north and away from the residences to the south, the voice level directing to the south would be at least 3 dBA lower compared to the voice level directly in front of the bleacher seats. In addition, the back of the bleachers would be filled with solid materials that would function as a noise barrier for receivers to the south of the bleachers and provide at least 5 dBA in noise reduction. The materials can consist of panels with a minimum density of 3.5 pounds per square foot (lbs/sf), such as 3/4-inch (in) plywood, 1/2 in Plexiglas, or masonry. Table Q depicts these noise levels discussed above. Table Q shows that noise levels at the nearest residences to the south from the proposed football field would not exceed the City's noise standards.

Table Q: Player and Spectator Noise at Residences South of the Football Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
<i>Game on north soccer fields</i>						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
100 people at 3 ft, instant	105	99	92	88	82	79
100 people at 195 ft, instant	69	63	56	52	46	43
200 people at 195 ft, instant	70		58		48	
Voice Directivity Reduction	3		3		3	
Noise Reduction by Bleachers	5		5		5	
Resulting noise at Residence to the south	62		50		40	
City Standard ³	65		60		55	

Source: LSA Associates, Inc., July 2011.

¹ Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.

² Noise level shown in **bold** represents exceedance of applicable City noise standard.

³ Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.

dBA = A-weighted decibel

ft = feet

m = meter

The proposed on-site tot lot is located approximately 250 ft from the residences to the south. A noise monitoring conducted at the Jenny Hart Early Education Center, located at 4445 Alton Parkway in the City of Irvine (Environmental Impact Sciences, September 5, 2002) shows potential noise levels associated with children's outdoor play areas. Two representative noise readings were obtained at this facility. The first reading was obtained in the asphalt play area while the children were still playing in the sandy area, approximately 50 ft from the SLM. Approximately 25 children were playing in the area at the onset of the noise measurement. Within approximately 5 minutes, however, the number of children had more than doubled (i.e., in excess of 50 children were counted). After the first reading, the children were allowed to occupy the sand and asphalt areas. The meter was located 50 ft north of the play area fence line in the parking lot area. Approximately 55 to 60 children occupied the combined areas. During both noise-monitoring periods, additional sources of noise were present, included vehicles in the parking lot and on adjacent roads, aircraft overflights, and people playing tennis approximately 150 ft from the measurement locations. Table R lists the noise levels measured at the Jenny Hart Early Education Center.

Table R: Jenny Hart Early Education Center

Noise Reading	L_{eq}	L_{02}	L_{08}	L_{25}	L_{50}	L_{min}	L_{max}
JH-1	58.7	65.1	62.4	59.6	57.0	50.3	69.2
JH-2	57.4	62.6	60.1	58.2	56.7	50.7	68.6

Source: Environmental Impact Sciences, September 2002.

Notes: All values are in dBA. The L_{eq} represents the equivalent sound level and is the numeric value of a constant level that over the given period of time transmits the same amount of acoustic energy as the actual time-varying sound level. The L_{02} , L_{08} , L_{25} , and L_{50} are the levels that are exceeded 2, 8, 25, and 50 percent of the time, respectively. Alternatively, these values represent the noise levels that would be exceeded for 1, 5, 15, and 30 minutes during a 1-hour period. The L_{min} and L_{max} represent the minimum and maximum root-mean-square noise levels obtained over a period of 1 second.

It is assumed that the tot lot would have a maximum of 50 children for a worst-case scenario. At a distance of 250 ft, there will be approximately 14 dBA in noise reduction compared to the noise level measured at 50 ft from the source. Therefore, at the nearest residences to the south of the project site, noise associated with the proposed tot lot would be reduced to 45 dBA L_{eq} and 55 dBA L_{max} . The 45 dBA L_{eq} noise level is below the City's 55 dBA L_{50} noise standard, not to be exceeded for more than 30 minutes in any hour; and the 55 dBA L_{max} is below the City's 75 dBA L_{max} , not to be exceeded at any time during the daytime hours (7:00 a.m. to 10:00 p.m.). Therefore, noise from the proposed tot lot would not result in any significant noise impacts at adjacent residences.

Land Uses to the West. There are no existing residences to the west of the project site. The Oxnard Union High School District offices and the El Centrito Family Learning Center building are not considered as noise-sensitive as residential uses. The edge of the proposed basketball courts is located at a distance of approximately 320 ft from the Oxnard Union High School District office. The edge of the proposed skate park is located at a distance of approximately 290 ft from the Oxnard Union High School District office. Noise associated with the proposed basketball courts and skate park would not have any significant impacts to the existing uses to the west.

Other on-site activities, such as parking lots, would be located more than 200 ft from the nearest off-site sensitive residences. Activities within these uses would potentially generate noise levels of up to 75 dBA L_{max} at a distance of 50 ft. Distance attenuation would reduce these noise levels to 63 dBA L_{max} or less. Activities within these on-site uses would not result in an exceedance of the daytime noise standard of 75 dBA L_{max} .

The potential dog exercise area will be separated from the existing school district maintenance yard by an 8 ft high split-face concrete masonry unit (CMU) wall to the north and west. It is approximately 850 ft from existing residences to the east, 1,050 ft from existing residences to the south, and 340 ft from existing residences to the north. With the distance attenuation and the CMU wall noise reduction, a minimum 25 dBA in noise reduction would be achieved to adjacent residences. Since noise from dog exercise areas would be below 80 dBA when measured at 50 ft, the City's most stringent exterior noise standard, the 55 dBA L_{50} during daytime hours, would not be exceeded at the nearest residence in the project vicinity. No mitigation is required.

4.1.4 Construction Activities

Short-term noise impacts would be associated with grading and site preparation during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area at the present time, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. A relatively high single-event noise exposure potential will exist at a maximum level of 87 dBA L_{max} with trucks passing at 50 ft. However, the projected construction traffic will be minimal when compared to the existing traffic volumes on 2nd Street, 5th Street, H Street, and other affected streets, and its associated longer-term (8-hour or 24-hour) noise level change will not be perceptible.

Therefore, short-term construction-related worker commutes and equipment transport noise impacts would not be substantial.

The second type of short-term noise impact is related to noise generated during grading and site preparation on the project site. Construction is performed in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table S lists maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. Typical maximum noise levels range up to 91 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three or four minutes at lower power settings.

Table S: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 ft)	Suggested Maximum Sound Levels for Analysis (dBA at 50 ft)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 – 96	93
Rock Drills	83 – 99	96
Jack Hammers	75 – 85	82
Pneumatic Tools	78 – 88	85
Pumps	74 – 84	80
Dozers	77 – 90	85
Scrapers	83 – 91	87
Haul Trucks	83 – 94	88
Cranes	79 – 86	82
Portable Generators	71 – 87	80
Rollers	75 – 82	80
Tractors	77 – 82	80
Front-End Loaders	77 – 90	86
Hydraulic Backhoe	81 – 90	86
Hydraulic Excavators	81 – 90	86
Graders	79 – 89	86
Air Compressors	76 – 89	86
Trucks	81 – 87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman 1987.

dBA = A-weighted decibel

ft = feet

L_{max} = maximum instantaneous noise level

Construction of the proposed project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks. This equipment would be used on the project site. Based on Table S, the maximum noise level generated by each scraper on the proposed project site is assumed to be 87 dBA L_{max} at 50 ft from the scraper. Each bulldozer would also generate 85 dBA L_{max} at 50 ft. The maximum noise level generated by water and pickup trucks is approximately 86 dBA L_{max} at 50 ft from these vehicles. Each doubling of a sound source with equal strength increases the noise level by 3 dBA. As each piece of construction equipment operates as an independent noise source, the combined noise level at each individual residence during this phase of construction would be 91 dBA L_{max} at a distance of 50 ft from the active construction area. The main construction activities for the proposed project would be located 120 ft from the nearest residences and would have approximately 8 dBA reduction in the maximum construction noise. Maximum construction noise levels reaching these residences from main construction activities would be 83 dBA L_{max} . This level of maximum noise would be higher than the typical daytime noise threshold of 75 dBA L_{max} . Therefore, compliance with the permitted construction hours would be required. The City's Municipal Code, Article XI, Sound Regulation, Section 7-188, states that sound sources associated with or created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys are exempted from the noise provisions of this article, provided the activities occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays. These activities are prohibited on Sundays and federal holidays.

4.2 MITIGATION MEASURES

4.2.1 Construction Noise

Construction will be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday. No construction activities are permitted outside of these hours or on Sundays and federal holidays.

The following measures will be implemented to reduce potential construction noise impacts on nearby sensitive receptors.

1. During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
2. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
3. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

4.2.2 Operations Noise

1. The seating area along the north side of the baseball field near 2nd Street shall be constructed with concrete and built into a mounded grass berm.

2. The back of the bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 lbs/sf, such as $\frac{3}{4}$ in plywood, $\frac{1}{4}$ in Plexiglas, or masonry.

4.2.3 Level of Significance after Mitigation

Compliance with the permitted construction hours would reduce the temporary construction of the proposed project to a less than significant level to the existing noise-sensitive land uses, such as residential and church land uses in the vicinity of the proposed project site.

4.3 CUMULATIVE IMPACTS

Construction and on-site operations are point sources of noise and would not contribute to off-site cumulative noise impacts from other planned and future projects.

5.0 REFERENCES

- Bolt, Beranek & Newman, 1987, Noise Control for Buildings and Manufacturing Plants.
- City of Oxnard, Noise Element of the General Plan.
- City of Oxnard, Municipal Code, Chapter 7: Nuisances, Article XI. Sound Regulation.
- Environmental Impact Science. *Noise Impact Study for the Jenny Hart Early Education Center*.
September 5, 2002.
- Federal Highway Administration. 1977. Highway Traffic Noise Prediction Model, FHWA
RD-77-108.
- Harry Levitt and John C. Webster, *Handbook of Acoustical Measurements and Noise Control*, Third
Edition, edited by Cyril M Harris, 1991.
- United States Environmental Protection Agency. 1978. Protective Noise Levels: Condensed Version
of EPA Levels Document.

APPENDIX A
AMBIENT NOISE MEASUREMENT DATA

RJM1101

Sheet 1 of 1

NOISE MEASUREMENT SURVEY

Site Number: 1 Date: 5-19-11 Time: From 16:10 To 16:30

Site Location: 840 4th ST. Corner of 4th ST and H STREET

Noise Sources: Traffic on H street, Private Aircraft

Measurement Results (dBA) file 14

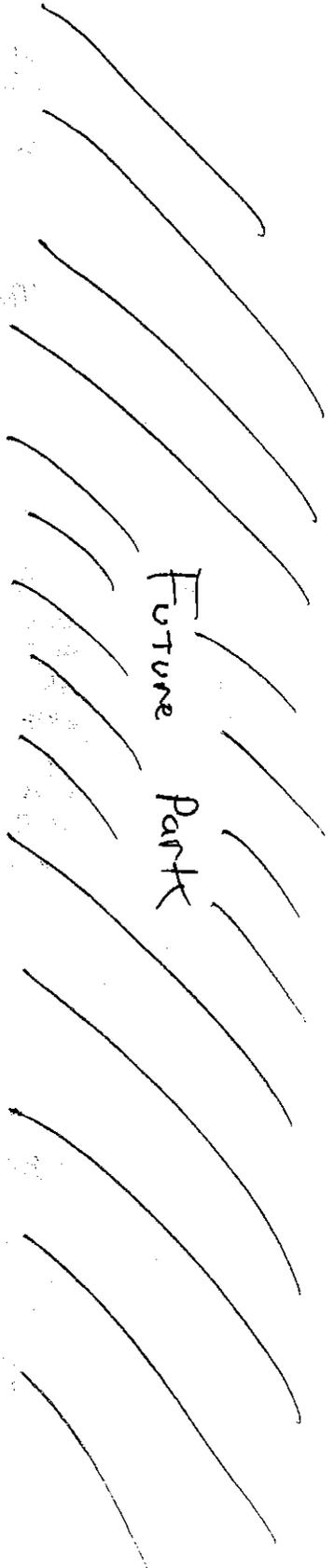
Leq	<u>62.4</u>
Lmax	<u>75.6</u>
Lmin	<u>48.5</u>
Lpeak	<u>88.5</u>
L2	<u>68.0</u>
L8	<u>66</u>
L25	<u>65.6</u>
L50	<u>60.7</u>
SEL	<u>93.2</u>

Comments: _____

Equipment: LD831 Cal 114 in

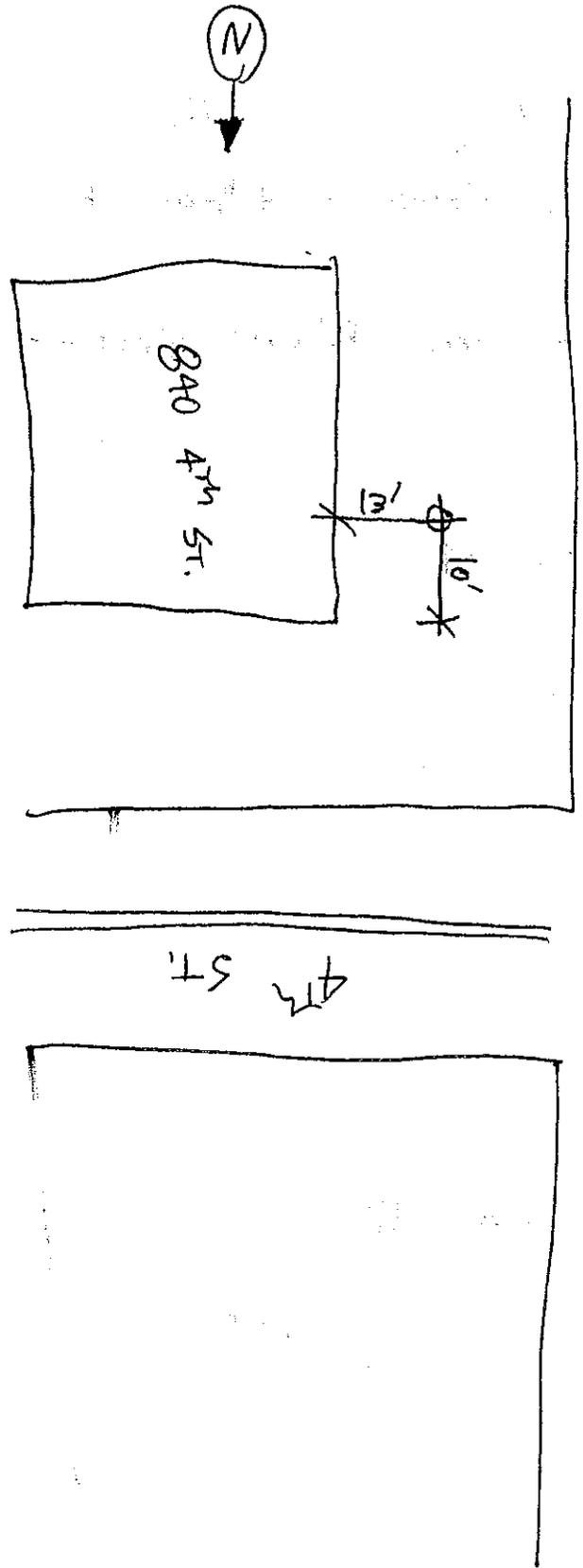
Atmospheric Conditions:
Wind Velocity: 7.4 max (MPH); Temperature: 65.9 (F)
Relative Humidity: 63.1 (%) Clear

Test Personnel: Matthew

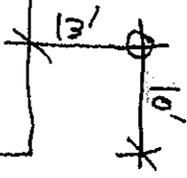


Future Park

H Street



840 4th St.



4th St.



NOISE MEASUREMENT SURVEY

Site Number: 2^{and 3} Date: 5-19-11 Time: From 16:46 To 17:06

Site Location: Grace Bible Church

Noise Sources: Traffic on 5th Street

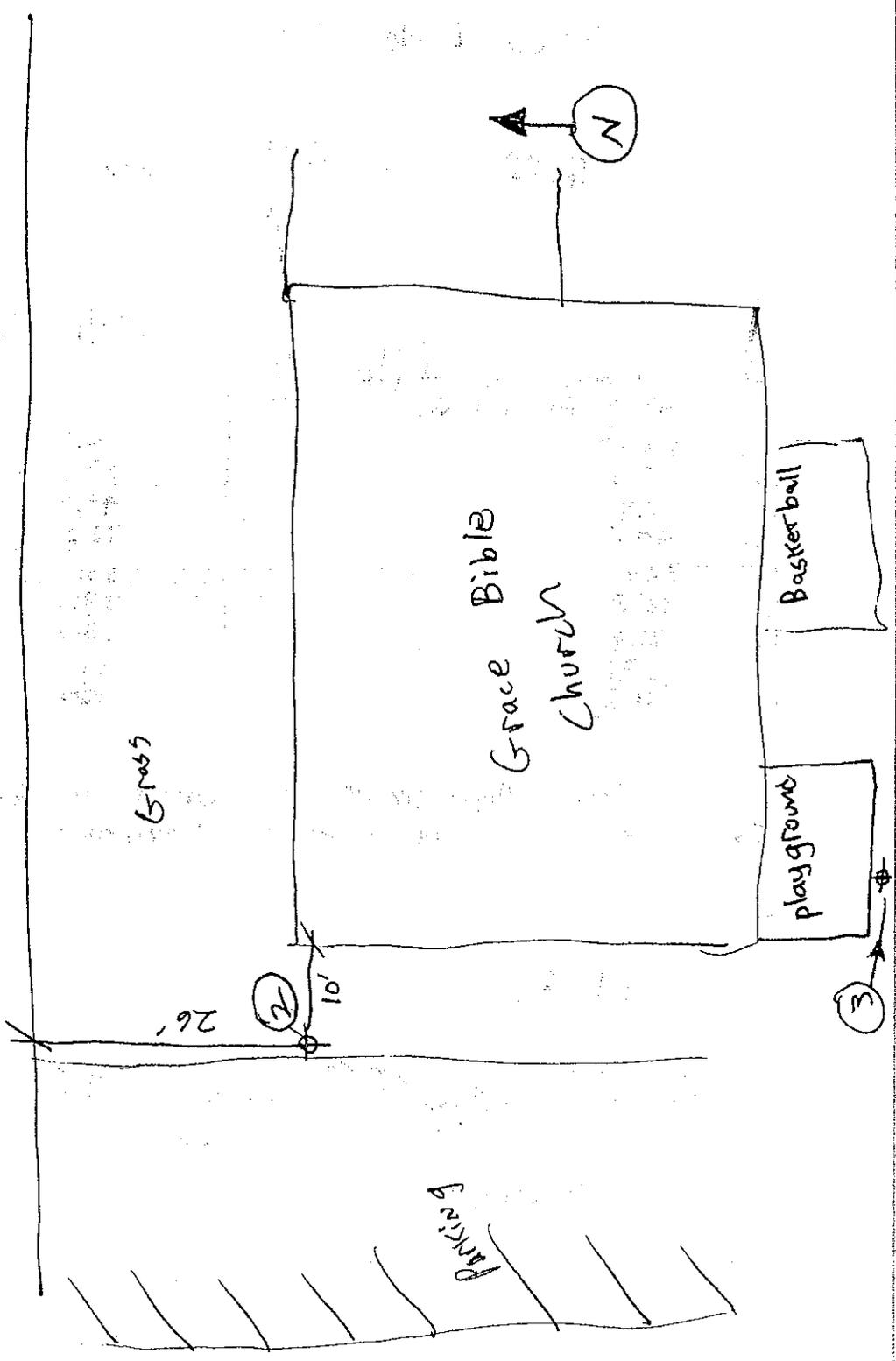
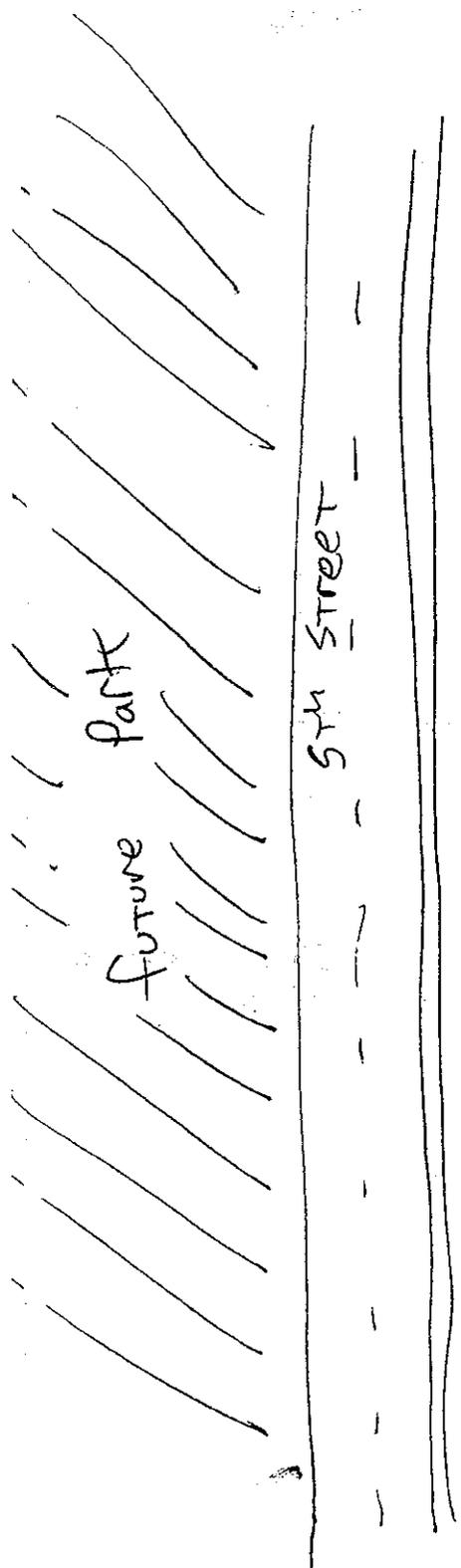
Measurement Results (dBA)	<u>file 15</u>	<u>file 16</u>
Leq	<u>68.7</u>	<u>52.5</u>
Lmax	<u>77.6</u>	<u>57.9</u>
Lmin	<u>50.9</u>	<u>49.9</u>
Lpeak	<u>92.0</u>	<u>72.5</u>
L2	<u>74.9</u>	<u>55.6</u>
L8	<u>72.8</u>	<u>53.7</u>
L25	<u>70.4</u>	<u>53.6</u>
L50	<u>67.0</u>	<u>52.1</u>
SEL	<u>68.2</u>	<u>52 77.3</u>

Comments: One measurement on grass in front of church near 5th
One measurement adjacent to playground at rear of church

Equipment: LD 831

Atmospheric Conditions:
 Wind Velocity: 8.9 max ^{North} (MPH); Temperature: 62.9 (F)
 Relative Humidity: 54.7 (%) Clear

Test Personnel: Matthew



AJM 1101

Sheet 1 of 1

NOISE MEASUREMENT SURVEY

Site Number: 4 Date: 5-19-11 Time: From 17:24 To 17:44

Site Location: 161 I Street
Corner of I St. and 2nd Street

Noise Sources: Traffic on 2nd Street, Private Aviation
Helicopter

Measurement Results (dBA) file 17

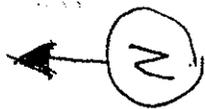
Leq	<u>64.2</u>
Lmax	<u>80.9</u>
Lmin	<u>49.0</u>
Lpeak	<u>99.4</u>
L2	<u>75.2</u>
L8	<u>65.7</u>
L25	<u>64.7</u>
L50	<u>58.6</u>
SEL	<u>99.0</u>

Comments: _____

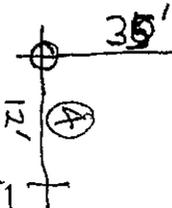
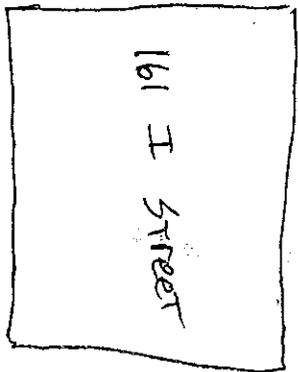
Equipment: LD 831

Atmospheric Conditions:
Wind Velocity: 9.7 max (MPH); Temperature: 63.9 (F)
Relative Humidity: 62.8 (%) Clear

Test Personnel: Matthew

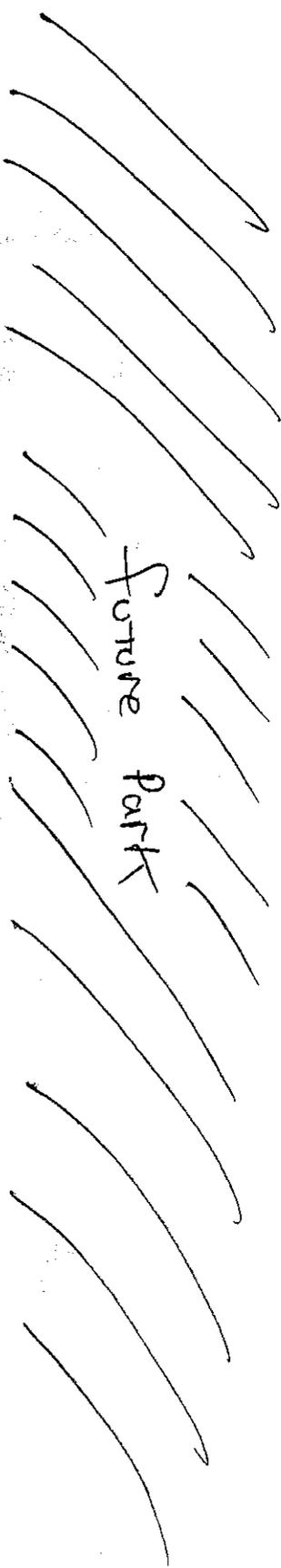


I Street



2nd Street

Future Park



NOISE MEASUREMENT SURVEY

Site Number: 5 Date: 5-19-11 Time: From 17:59 To 18:19

Site Location: 341 K street - Masonic Center

Noise Sources: Private Aircraft, Traffic on K street

Measurement Results (dBA) file 18

Leq	<u>59.4</u>
Lmax	<u>76.7</u>
Lmin	<u>51.5</u>
Lpeak	<u>89.9</u>
L2	<u>66.0</u>
L8	<u>62.3</u>
L25	<u>59.0</u>
L50	<u>56.4</u>
SEL	<u>90.2</u>

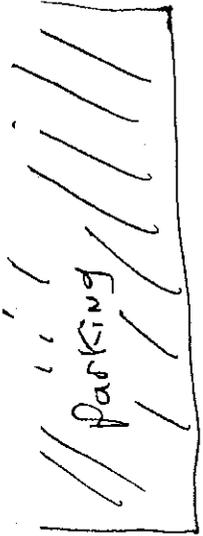
Comments: _____

Equipment: LD 831

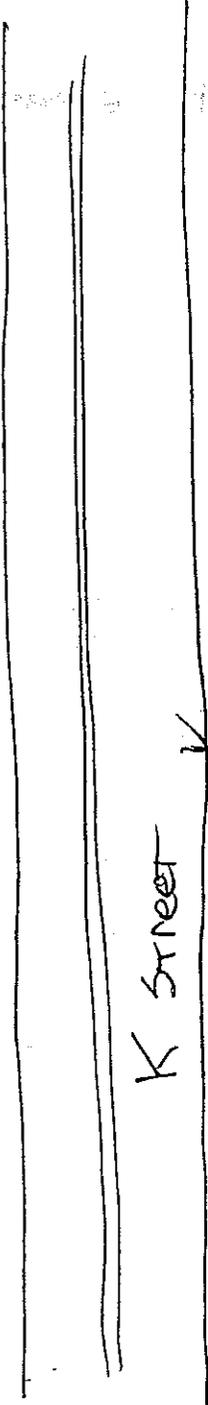
Atmospheric Conditions:
Wind Velocity: 6.3 (MPH); Temperature: 60.9 (F)
Relative Humidity: 61.2 (%) Clear

Test Personnel: Matthew

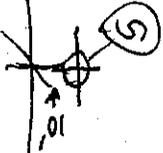
Future
Park



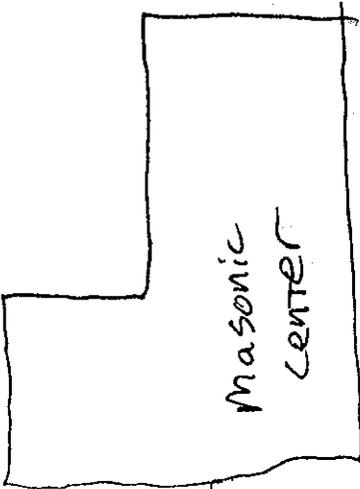
EXIST. 3
PAL GYM

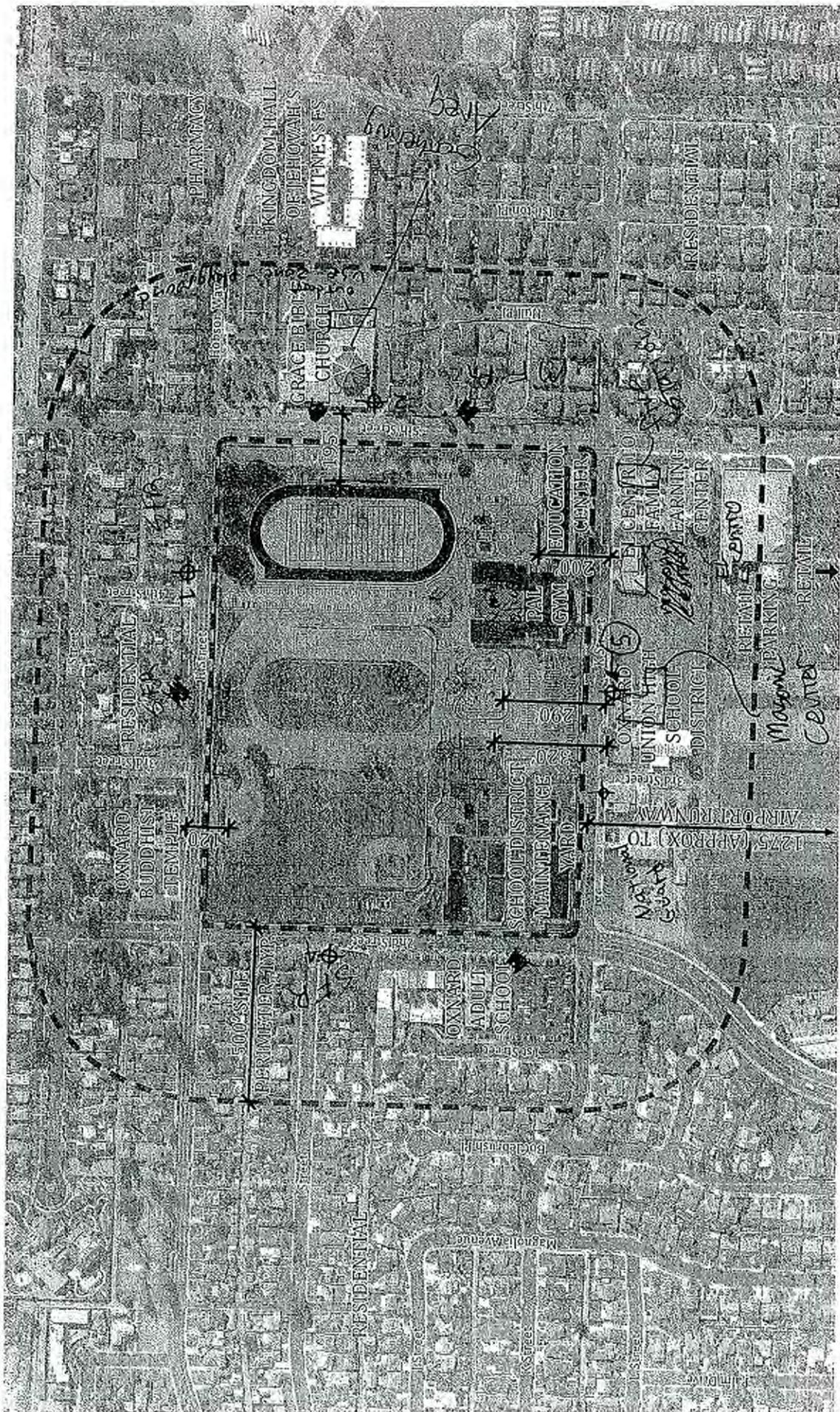


K STREET



Flag Pole





05/12/11



VICINITY MAP
CAMPUS PARK
 350 SOUTH K STREET
 CITY OF OXNARD, CALIFORNIA

APPENDIX B

FHWA HIGHWAY TRAFFIC NOISE MODEL PRINTOUTS

TABLE 2ND2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11

ROADWAY SEGMENT: 2ND STREET FROM H ST TO K ST
NOTES: EXISTING (2008) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4000 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	EVENING	NIGHT
----	-----	-----

P-CARS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.1

TABLE 5TH2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

IN DATE: 5/23/11
ROADWAY SEGMENT: 5TH STREET H ST TO K ST
NOTES: EXISTING (2008) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	80.6	248.9	785.2

TABLE HST2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: H STREET FROM 2ND ST TO 5TH ST
NOTES: EXISTING (2008) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
PASSENGER CARS	75.51	12.57	9.34
MEDIUM-TRUCKS	1.56	0.09	0.19
HEAVY-TRUCKS	0.64	0.02	0.08

REACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	65.4	199.5

TABLE KST2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

JN DATE: 5/23/11
ROADWAY SEGMENT: K STREET 2ND ST TO 5TH ST
NOTES: EXISTING (2008) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2ND2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: 2ND STREET FROM H ST TO K ST
NOTES: FUTURE (2030) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5550 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----
PASSENGER CARS	75.51	12.57	9.34
TRUCKS	1.56	0.09	0.19
BUSES	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

NOISE LEVEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	123.9

TABLE 5TH2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: 5TH STREET H ST TO K ST
DATES: FUTURE (2030) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
UTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	110.4	344.9	1089.3

TABLE HST2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11

ROADWAY SEGMENT: H STREET FROM 2ND ST TO 5TH ST

NOTES: FUTURE (2030) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12488 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	EVENING	NIGHT
---	-----	-----

P-CARS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ROADWAY WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.0	276.3

TABLE KST2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: K STREET 2ND ST TO 5TH ST
NOTES: FUTURE (2030) TRAFFIC NOISE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2775 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	---	-----	-----

P-CARS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

REACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

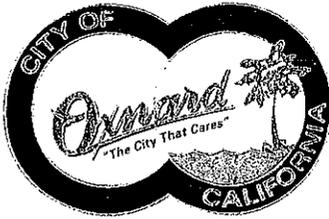
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	61.7

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX V

Applicant's Letter of Agreement to Accept Mitigation Measures



RECEIVED

SEP 07 2011

General Services Department
1060 Pacific Avenue, Bldg. 3 • Oxnard, CA 93030
(805) 385-7821 • Fax (805) 385-8360

PLANNING DIVISION
CITY OF OXNARD

Date: August 29, 2011

From: Michael Henderson, Superintendent
City of Oxnard, General Services Department
300 West Third Street
Oxnard, CA 93030

RE: Initial Study and Mitigated Negative Declaration (MND No. 11-01) for Campus Park
Planning and Zoning Permit No. 10-500-13 (Special Use Permit)

To: Planning Division Manager

Pursuant to Section 15070 (Negative Declaration 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 Initial Study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no potentially 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 potentially 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:

<i>Lori Rice for Michael Henderson</i>	9-7-11
Signature	Date
Lori Rice	Parks manager
Print Name	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.

MITIGATION MONITORING & REPORTING PROGRAM

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code §21081.6). The Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP.

In order to implement this MMRP, the City of Oxnard will designate a Project Mitigation Monitoring and Reporting Coordinator (“Coordinator”). The coordinator will be responsible for ensuring that the mitigation measures incorporated into the project are complied with during project implementation. The coordinator will also distribute copies of the MMRP to those responsible agencies identified in the MMRP, which have partial or full responsibility for implementing certain measures. Failure of a responsible agency to implement a mitigation measure will not in any way prevent the lead agency from implementing the proposed project.

The following table will be used as the coordinator’s checklist to determine compliance with required mitigation measures.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
AESTHETICS						
A-1 All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport.	Verification of lighting / photometric plan during plan check	Prior to the issuance of a building permit; and during construction.	Once during plan check; field verification during inspection	OPD, BES		
A-2 Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain glare to within the physical boundaries of the project site.	Verification of lighting / photometric plan during plan check	Prior to the issuance of a building permit; and during construction.	Once during plan check; field verification during inspection	OPD, BES		
A-3 Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and perpendicular to the extended centerline of the nearest runway.	Verification of lighting / photometric plan during plan check	Prior to the issuance of a building permit; and during construction.	Once during plan check; field verification during inspection	OPD, BES		
A-4 When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off.	Ongoing monitoring of park facilities and lights	Ongoing after development	Daily	PGS		
A-5 The surface of the skate park shall be an integral-colored concrete with low reflectivity value (e.g. blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color with low reflectivity value, such as integral-colored concrete or painted sport coating (e.g. flat or matte in blue, beige, tan, or other approved earth-tone color).	Verification of construction materials during plan check	Prior to the issuance of a building permit; and during construction.	Once during plan check; field verification during inspection	OPD, BES		

Key: BES = City of Oxnard Building and Engineering Services
 OPD = City of Oxnard Planning Department
 PGS = City of Oxnard Parks and General Services Departments

Campus Park Project – MND No. 11-01
Mitigation Monitoring & Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
AIR QUALITY						
C-1 The 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 times 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.	Verification of inclusion of specified equipment on grading plans	Field verification during inspections of grading and construction activities	Once for review of construction plans; field verification periodically during inspections	BES		
C-2 At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.	Verification that grading is performed according to the grading plan to be approved by Engineering	Field verification during inspections of grading activities	Daily or as frequently as inspections	BES		
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.	Verification that dust prevention is performed according to the grading plan to be approved by Engineering	Field verification during inspections of grading activities	Daily or as frequently as inspections	BES		

Key: BES = City of Oxnard Building and Engineering Services
 OPD = City of Oxnard Planning Department
 PGS = City of Oxnard Parks and General Services Departments

Campus Park Project – MND No. 11-01
Mitigation Monitoring & Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
<p>C-4 During construction, Developer shall control dust by the following activities: - All trucks hauling graded or excavated material off-site 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 soil area, and active portions of the construction site, including ungraded on-site 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.</p>	<p>Verification that grading activities are performed according to the grading plan to be approved by Engineering</p>	<p>Field verification during inspections of grading activities</p>	<p>Daily or as frequently as inspections</p>	<p>BES</p>		
<p>C-5 During construction, Developer shall post and maintain on-site signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.</p>	<p>Verification that vehicles do not exceed the posted speed limit on the project site</p>	<p>Field verification during inspections of grading activities</p>	<p>Daily or as frequently as inspections</p>	<p>BES</p>		
<p>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 on-site or off-site.</p>	<p>Verification that grading activities cease during episodes of high winds</p>	<p>Field verification during inspections of grading activities</p>	<p>Daily or as frequently as inspections</p>	<p>BES</p>		

Key: BES = City of Oxnard Building and Engineering Services
 OPD = City of Oxnard Planning Department
 PGS = City of Oxnard Parks and General Services Departments

Campus Park Project – MND No. 11-01
Mitigation Monitoring & Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
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.	Verification that grading is performed according to the SWPPP	Field verification during inspections of grading activities	Daily or as frequently as inspections	BES		
C-8 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).	Verification that grading and construction activities are performed per APCD regulations	Field verification during inspections of grading activities	Daily or as frequently as inspections	BES		
CULTURAL RESOURCES						
E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities. The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any	Review and acceptance of a Phase 1 cultural resources report.	Prior to the issuance of a grading or building permit	Once during plan check	OPD		

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Campus Park Project – MND No. 11-01
Mitigation Monitoring & Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or his successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the survey.						
E-2 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning 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 permits.	Review and acceptance of a contract to prepare a Phase 1 cultural resources report.	Prior to the issuance of a grading or building permit	Once during plan check	OPD		
HAZARDS						
G-1 Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division.	Verification of filed FAA Form 7460-1	Prior to the issuance of a building permit	Once during plan check	OPD		
G-2 Prior to issuance of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division.	Verification of filed FAA Form 7460-2	Prior to the issuance of a building permit	Once during plan check	OPD		

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OPD = City of Oxnard Planning Department
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Campus Park Project – MND No. 11-01
Mitigation Monitoring & Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
LAND USE & PLANNING						
I-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.	Verification of recorded avigation easement	Prior to the issuance of a building permit	Once during plan check	OPD		
I-2 Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), as may be applicable, with the Federal Aviation Administration's Obstruction Evaluation Division.	Verification of filed FAA Form 7460-2	Prior to the issuance of a building permit	Once during plan check	OPD		
I-3 Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation.	Verification of structure height	Prior to the issuance of a building permit; field verification during inspection	Once during plan check; field inspection as required	OPD		
I-4 The Parks Department shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m.	Monitoring park hours of operation	Ongoing after development	Daily	PGS		
NOISE						
K-1 The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm.	Verification during plan check	Prior to the issuance of a building permit; field verification during	Once during plan check; field inspection as required	OPD, BES		

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Campus Park Project – MND No. 11-01
 Mitigation Monitoring & Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
		inspection				
K-2 The back of the bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as 3/4-inch plywood, 1/4-inch Plexiglass, or masonry.	Verification during plan check	Prior to the issuance of a building permit; field verification during inspection	Once during plan check; field inspection as required	OPD, BES		
K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.	Verification during grading and construction activities	Field verification of placement during inspections	When regular inspections occur	BES, OPD		
K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction.	Verification during grading and construction activities	Field verification of placement during inspections	When regular inspections occur	BES, OPD		
TRAFFIC & TRANSPORTATION						
O-1 The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at	Verification during plan check of grading and street improvement	Prior to the issuance of a grading or site improvement permit(s); field verification	Once during plan check; inspections as required	BES		

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Campus Park Project – MND No. 11-01
Mitigation Monitoring & Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development.	drawings	during inspections					

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Campus Park – MND #11-01
PZ No. 10-500-13

COMMENT LETTERS

RECEIVED

OCT 03 2011

PLANNING DIVISION
CITY OF OXNARD

From: "Todd McNamee" <Todd.McNamee@ventura.org>
To: Brian.Foote@ci.oxnard.ca.us
Date: 10/3/2011 11:35:15 AM
Subject: NOI MND 11-01

Hi Brian,

Please accept this email as my additional comments to the above referenced NOI.

It is recommend that the proposed project be reviewed by the Ventura County Airport Land Use Commission for a finding of consistency (or not) with the Ventura County Airport Comprehensive Land Use Plan prior to any construction taking place.

It is recommended that the City place obstruction lighting on structures in accordance with FAA Advisory Circular AC 70/7460-1K.

Thanks,

Todd McNamee
Director of Airports
County of Ventura
805-388-4200

CC: Jorge.Rubio@ventura.org

RECEIVED

OCT 07 2011

PLANNING DIVISION
CITY OF OXNARD

From: Daniel Blankenship <DSBlankenship@dfg.ca.gov>
To: Brian.Foote@ci.oxnard.ca.us
Date: 10/7/2011 11:24:03 AM
Subject: MND Campus Park Project

Dear Mr. Brian Foote:

Thank you for the opportunity to review the above referenced MND for potential impacts to biological resources. Because of the existing vegetation at the 30 acre site, there is a potential to have native nesting birds during project construction. The Department recommends that the following mitigation measure be included in the final MND. Please contact Dan Blankenship if you have any questions re: this recommendation.

- a. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
- b. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).

Daniel S. Blankenship
Staff Environmental Scientist
CA Department of Fish and Game
P.O. Box 221480
Newhall, CA 91322-1480
phone/fax (661) 259-3750
cell (661)644-8469
dsblankenship@dfg.ca.gov

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711



*Flex your power!
Be energy efficient!*

September 27, 2011

RECEIVED

Mr. Brian Foote
City of Oxnard, Planning Division
214 South C Street
Oxnard, CA 93030

OCT 07 2011
PLANNING DIVISION
CITY OF OXNARD

Dear: Mr. Foote

Re: Mitigated Negative Declaration for the Campus Park Project; SCH# 2011091040

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for redevelopment of a former high school campus, currently used as a public park, to be expanded into a new community park. The new community park will include soccer, baseball/softball, football and track fields with spectator seating; basketball courts, a skate park and an existing gymnasium and classroom building. There will also be a covered courtyard, tot lot playground, dog lot and walking track. The size of the new community park will be approximately 30 acres.

The project site is located approximately 1,600 feet east of Runway 7/25's centerline at Oxnard Airport. This airport is listed as a Primary/Non-Hub facility in the Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS). With approximately 150 based aircraft and 55,000 annual operations, Oxnard is a busy general aviation airport.

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports and is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf>.

Portions of the project site appear to be within safety zones 1 and 2 for Oxnard Airport as defined in the Caltrans Handbook. The Runway Protection Zone (RPZ), also known as safety zone 1, is the most critical of the airport safety zones, considered to be at "very high risk" due its proximity to the end of the runway. The Handbook generally recommends prohibiting all new structures within the RPZ. Just beyond the RPZ is the Inner Approach/Departure Zone (safety zone 2), which is considered to be at "substantial risk". The RPZ together with the inner safety zones encompass 30 to 50 percent of the near-airport aircraft accident sites. The Handbook generally recommends avoiding and limiting nonresidential land uses except when the use attracts few people within safety zones 1 and 2. This must be thoroughly addressed through the environmental process.

The Federal Aviation Administration's (FAA) Airport Design Guide, AC150/5300-13, contains guidance pertaining to land uses within the RPZ. Also, as part of FAA grant assurances, if an airport sponsor receives federal funds for an airport, it is required that use of land adjacent to or in the immediate vicinity of the airport be restricted to activities and purposes compatible with normal airport operations.

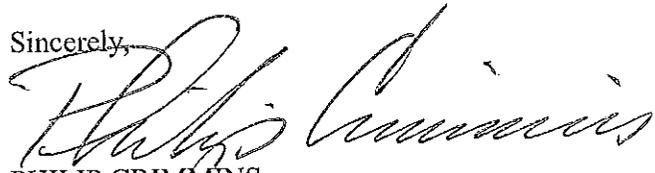
As stated in the negative declaration, this project is subject to review by the Ventura County Airport Land Use Commission (ALUC). If the ALUC determines that the proposed action is inconsistent with the airport land use compatibility plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body after it makes specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body shall provide to the ALUC and Caltrans a copy of the proposed decision and findings. Caltrans reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. Caltrans specifically looks at the proposed findings to gauge their relationship to the overrule. Also, pursuant to the PUC 21670 et seq., findings should show evidence that the local agency is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The protection of airports from incompatible land use encroachment is vital to California's economic future. Oxnard Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

Sincerely,



PHILIP CRIMMINS

Aviation Environmental Specialist

c: State Clearinghouse, Ventura County ALUC, Oxnard Airport

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

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SEP 26 2011

**PLANNING DIVISION
CITY OF OXNARD***Flex your power!
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September 22, 2011

IGR/CEQA No. 110932AL-ND
Campus Park (Planning & Zoning Permit # 10-500-13)
Vic. VEN-01 / PM 18.15, VEN-34 / PM 4.3
SCH #: 2011091040

Mr. Brian Foote
Planning Division
City of Oxnard
214 South C Street
Oxnard, CA 93030

Dear Mr. Foote:

Thank you for including the California Department of Transportation (Department) in the environmental review process for the above referenced project. The proposed project is to redevelop a 30-acre former high school campus into a new community park.

On page 63 of the Mitigated Negative Declaration (MND), the project will generate 1,588 daily vehicle trips and no AM and PM peak hour volumes provided in the report. The report did not have any traffic analysis on the near-by State facilities on SR-1 and SR-34. On page 65 of the MND, Cumulative Development did not discuss any cumulative traffic impacts on the State facilities and potential cumulative traffic impact may occur. We would like to remind you that the cumulative significant traffic impacts may be unavoidable on the State facilities if no traffic mitigation is proposed. The decision maker should be aware of this issue and be prepared to mitigate cumulative project impacts in the future. We recommend the City establish a mechanism to address cumulative transportation impacts from similar size development like the proposed mixed-use development.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from the Department. It is recommended that large size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. I10932AL.

Sincerely,

A handwritten signature in black ink, appearing to read "Dianna Watson".

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

OCT 08 2011

PLANNING DIVISION
CITY OF OXNARD

From: STEPHEN FLEISCHER <sfandsf@msn.com>
To: Brian.Foote@ci.oxnard.ca.us
Date: 10/8/2011 7:57:13 PM
Subject: Campus Park

Hello Brian; Although I do not think Campus Park needs a full EIS, I do think the impacts on the immediate neighborhood are not completely addressed. Even though the plan includes adequate parking, with equipment and coolers to offload, people will park where it is most convenient. If the H st. border is not fenced, the fans will park along the street and not use the parking lots. When Oxnard High School was on that property, the football fans parked in the neighborhood. The residents not only lost their parking every Fri. and Sat. We had to clean-up the trash that was dumped from the parked cars, including dirty diapers and fast food containers. Soccer will occur every day. 3rd. st was recently restriped in order to provide more parking for the Buddhist Temple. Without a fence, the Buddhists will lose their parking. "Good Fences make Good Neighbors". A portion of the park will have overhead lighting for night use. Some mitigation is needed to prevent intrusion into nearby homes. Thank you, Steve Fleischer, Vice Chair Wilson Neighborhood



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

RECEIVED

OCT 14 2011

PLANNING DIVISION
CITY OF OXNARD

MEMORANDUM

DATE: September 26, 2011

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Behnam Emami, Engineering Manager II

SUBJECT: **REVIEW OF DOCUMENT 11-026** Notice of Intent (NOI) to Adopt Mitigated Negative Declaration (MND) and Initial Study (IS)
Campus Park – MND #11-01
Redevelopment of former 30-acre Oxnard High School (OHS) campus located north of 5th Street, south of 2nd Street, west of "H" Street, and east of "K" Street into a community park.
937 West Fifth Street, Oxnard (city)
APNs 202-0-010-720, 730
Lead Agency: **City of Oxnard**

Pursuant to your request, the Public Works Agency - Transportation Department has reviewed the NOI to adopt an MND and IS for the Campus Park.

The project is the redevelopment of the 30-acre (approximate) former campus known as Oxnard High School (OHS) into a community park to be known as Campus Park. Most of the high school buildings were razed in 2007. The remaining buildings are utilized as a youth center and athletic facility for the Police Activities League (PAL). The sports fields are used by the general public (e.g. soccer, youth football, baseball and softball, and informal dog park). The City will construct four parking lots with a total of 439 spaces for an estimated peak usage of 200 to 371 spaces. Bicycle parking facilities will be installed throughout the park. A new bus stop turnout will be constructed adjacent to Fifth Street.

The City Council has contemplated redevelopment and improvement of the site for several years. The concept of a park was included in the City of Oxnard 2020 General Plan, adopted in 1991 and amended in 2004, which designates the subject property as Park (PK). The pending 2030 General Plan Update retains this designation. The subject property is also zoned Multiple-Family Residential (R-2) which will remain unchanged. The project is located at 937 West Fifth Street in the City of Oxnard.

We offer the following comments:

1. We generally concur with the comments in the NOI to Adopt an MND and IS for those areas under the purview of the Transportation Department. No project

specific impacts on County roadways were identified in the MND.

2. Page 63 of the Campus Park - MND #11-01 PZ No. 10-500-13 dated September 8, 2011 (prepared by the City Traffic Engineer in accordance with the ITE Trip Generation Manual 8th Edition), provides that the project is estimated to generate 1,588 average daily trips (ADT), with 356 ADT for the "Soccer Complex" (71.33 ADT per field) and 1,232 ADT for the "Recreational Community Center" (22.88 ADT per 1,000 SF). Furthermore, the trip generation on Saturdays is estimated to be 1,377 trips, with 887 trips (177.43 trips per field) for the "Soccer Complex" and 490 trips (9.10 trips per 1,000 SF) for the "Recreational Community Center".

According to a letter from the City of Oxnard GSA dated August 29, 2011, the City of Oxnard "agree[s] to the mitigation measures as necessary to avoid or mitigate potentially significant effects that would otherwise arise from the project."

3. 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 Fee (TIMF) should be paid to the County. Based on the information provided in the NOI to Adopt an MND and IS, and the reciprocal agreement between the City of Oxnard and the County of Ventura, the fee due to the County would be:

$$1,588 \text{ ADT} \times \$30.58/\text{ADT} = \$48,561.04$$

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 Construction Cost Index. The above is an estimate only based on information provided in the MND.

4. Please send us the next subsequent environmental document when it becomes available for our review and comment.

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

Please call me at 654-2087 if you have questions.

F:\transport\LanDev\Non_County\11-026.doc

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OCT 14 2011

PLANNING DIVISION
CITY OF OXNARD

**VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT**
Memorandum

TO: Laura Hocking/Dawnyelle Addison, Planning DATE: October 5, 2011

FROM: Alicia Stratton

SUBJECT: Request for Review of Mitigated Negative Declaration for the Oxnard
Campus Park, City of Oxnard (Reference No. 11-026)

Air Pollution Control District staff has reviewed the subject mitigated negative declaration (MND), which is a proposal to redevelop a 30-acre former high school campus into a new community park, including four soccer fields, two baseball diamonds with spectator seating, synthetic football field and track with spectator seating and high-intensity lighting, basketball courts and skate park with high-intensity lighting, perimeter walking/jogging path, tot lot, existing gymnasium and existing classroom building, restrooms, concessions and maintenance facilities, parking lots with 439 parking spaces, a potential dog exercise areas and related site improvements. The project location is 937 West Fifth Street in the City of Oxnard.

Section C of the MND addresses air quality issues. We concur with the findings of this discussion that no significant air quality impacts would result from the project. Short-term construction-related air quality impacts are discussed in Section 1-3 on page 20, where standard dust suppression and Best Management Practices are described for the project. Mitigation measures C1 through C-8 would reduce emissions to the maximum feasible extend during construction.

Long-term operational air quality impacts are addressed on Page 21, where documentation of computer modeling indicates that air emissions from the project would be below APCD's threshold of significance (25 lbs/day ROC and NOx). We concur with this finding as well. Consistency with the Air Quality Management Plan is established in this discussion. No further air quality mitigation is needed.

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