Central Trunk Rail Yard Crossing and Lift Station Project

Initial Study – Mitigated Negative Declaration
Public Review Draft

prepared by

City of Oxnard
6001 Perkins Road
Oxnard, California 93033
Contact: Jorge Espinoza, Project Manager

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

November 2023

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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1 Initial Study

1. Project Title

Central Trunk Rail Yard Crossing and Lift Station Project

2. Lead Agency/Project Sponsor and Contact

Lead Agency/Project Sponsor

City of Oxnard
6001 Perkins Road
Oxnard, California 93033

Contact Person

Jorge Espinoza, Project Manager Public Works Department, Capital Projects Management
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3. Scope and Use of this Document

This Initial Study-Mitigated Negative Declaration (IS-MND) provides an assessment of the potential impacts to environmental resources that would result from implementing the proposed Central Trunk Rail Yard Crossing and Lift Station Project (herein referred to as "proposed project" or "project"). The discussion and level of analysis are commensurate with the expected magnitude and severity of each impact to environmental resources. This document addresses the environmental effects of installing wastewater conveyance infrastructure. The analyses in the Environmental Checklist are based on technical reports and studies prepared for the project, supplemented with other public information sources as provided in the list of references.

This document evaluates the potential for impacts to resources areas identified in the City of Oxnard's California Environmental Quality Act (CEQA) Guidelines. Pursuant to CEQA Guidelines Section 15022, public agencies may adopt specific procedures consistent with CEQA and the CEQA Guidelines for the administration of CEQA within their own jurisdiction. The City adopted its CEQA Guidelines in June 2017. Resource areas considered in this document include:

- Aesthetics and Urban Design
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Geology and Soils, including Paleontological Resources
- Climate Change and Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population, Education, and Housing
- Public Services and Recreation

- Transportation and Circulation
- Utilities and Energy
- Wildfire[1]
- Mandatory Findings of Significance, including Cumulative Impacts[1]

Administration of the Clean Water State Revolving Fund Program in California

The Federal Water Pollution Control Act (Clean Water Act or CWA), as amended in 1987, established the Clean Water State Revolving Fund (CWSRF) program. The CWSRF program offers low interest financing agreements for water quality projects. The proposed project would be partially funded with a loan through the CWSRF Loan Program. The program is nationally administered by the United States Environmental Protection Agency (USEPA), and in certain instances the administration has been delegated to the individual states. In California, administration of the CWSRF program has been delegated to the State Water Resources Control Board (SWRCB). In turn, the SWRCB requires all projects being considered under the CWSRF program to comply with CEQA and certain federal environmental protection laws, including the federal Endangered Species Act (Section 7), the National Historic Preservation Act (NHPA; Section 106), the General Conformity Rule for the Federal Clean Air Act (FCAA), and other executive orders and federal regulations. Collectively, the SWRCB refers to these requirements as "CEQA-Plus."

This IS-MND has been prepared in accordance with the *State Environmental Review Process for the Clean Water State Revolving Fund Program* (SWRCB 2017) and is expanded beyond the typical content requirements of an IS-MND to include additional CEQA-Plus information. The SWRCB is a CEQA Responsible Agency for the proposed project and would consider this CEQA document prior to CWSRF loan authorization.

4. Project Location

The project site is located in the central portion of the city of Oxnard in Ventura County, California. The project site is north of and within E. 5th Street/State Route (SR) 34 amongst existing Union Pacific Railroad (UPRR) tracks. The project site is located approximately 0.2-mile east of S. Oxnard Boulevard and 2.2 miles south of U.S. Highway 101. Figure 1 shows the regional location of the project site, and Figure 2 shows the project alignment and proposed infrastructure at a local scale.

[1] These resource areas are not included in the City's 2017 CEQA Guidelines; however, Wildfire and Mandatory Findings of Significance are included in this document to be consistent with the 2023 CEQA Guidelines.

Figure 1 Regional Project Location

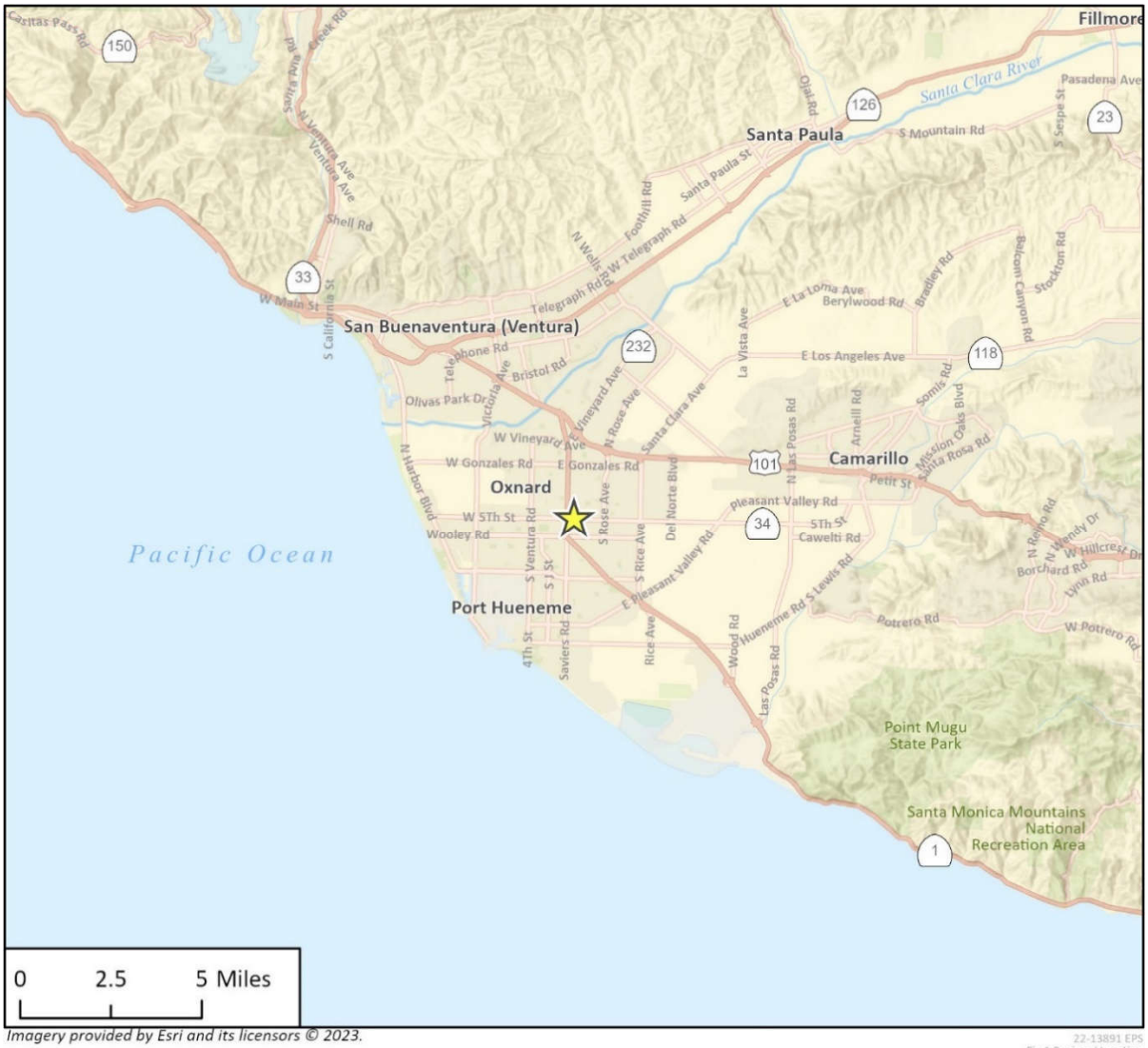

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Fig 1 Regional Location

Project Location

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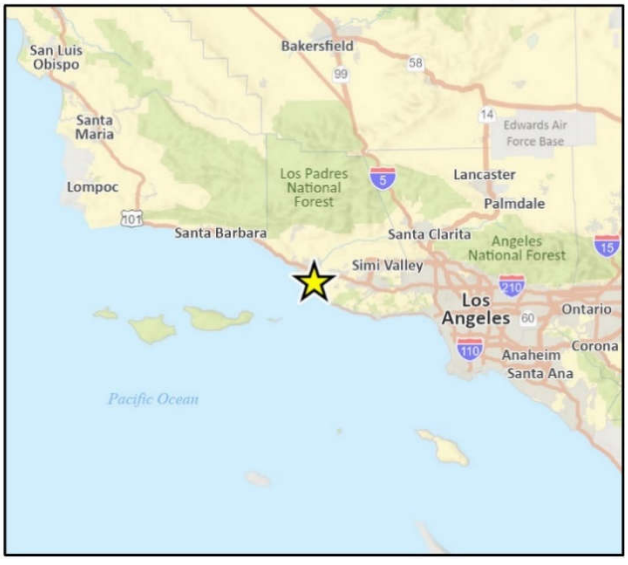
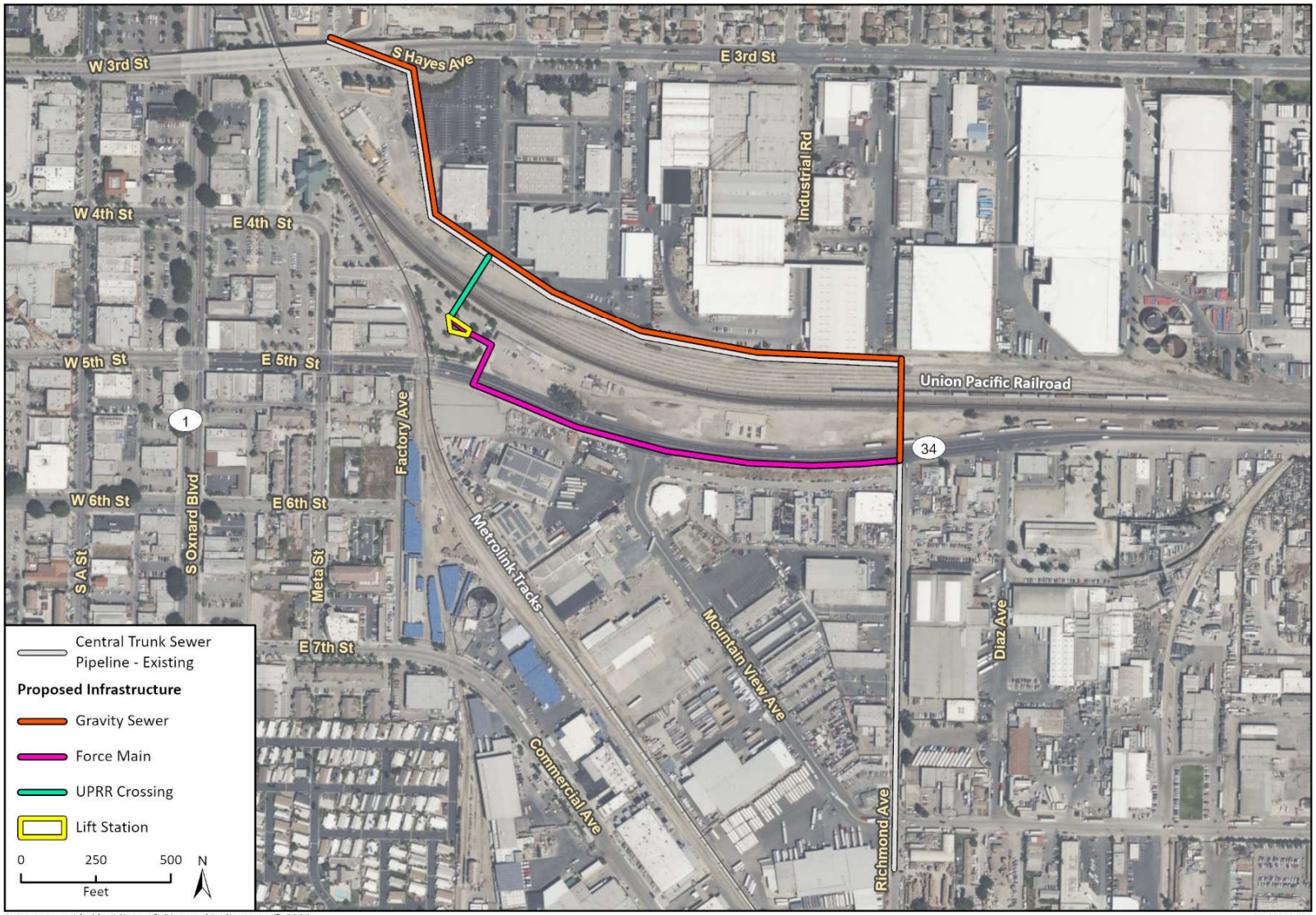


Figure 2 Project Location



5. Surrounding Land Uses and Setting

The project site is located in a primarily industrial and commercial area. Surrounding land uses include commercial uses, industrial warehouses, and rail yards to the north and east; the Oxnard Metrolink Station, Oxnard Transportation Center, and commercial uses to the west; and industrial warehouses and shipping facilities to the south. The project site is located in a completely paved, developed area alongside UPRR tracks and rail facilities.

6. General Plan Designation and Zoning

The project site has a City of Oxnard 2030 General Plan land use designation of Limited Industrial. The area immediately south of the project alignment along E. 5th Street/SR 34 is designated as Central Industrial Area (City of Oxnard 2023a). The project site is zoned as Heavy Manufacturing (City of Oxnard 2017a).

7. Project Background

The City of Oxnard owns and maintains the Central Trunk Sewer (CTS), a sewer main which conveys wastewater to the Oxnard Wastewater Treatment Plant. A portion of the CTS travels underneath 11 UPRR tracks near the intersection of E. 5th Street/SR 34 and Richmond Avenue. In January 2017, the casing of the CTS underneath the northernmost UPRR tracks collapsed due to corrosion and lost structural integrity. The City completed a temporary emergency repair, which diverted wastewater from the CTS into an adjacent sewer line and slip-lined the collapsed line so it could serve as an overflow (Kennedy Jenks 2021). The collapsed portion of the CTS is no longer in compliance with UPRR design standards, and the City intends to replace this portion to comply with these standards and fully restore the functionality of the CTS.

8. Project Description

The project would involve installation and operation of a new force main sewer pipeline, a new gravity sewer, and a new sewer lift station, as well as the cured in place pipeline (CIPP) relining repair of an existing 18-inch sewer and abandonment of the collapsed portion of the CTS. Construction and operation of the project are discussed in the following sections.

Project Construction

Sewer Pipeline Construction

The project would involve installation of approximately 2,160 feet of new 24-inch sewer pipeline via two construction methods. The new sewer pipeline would tie into the existing CTS approximately 1,700 feet west of the collapsed portion of the CTS, and travel south toward and then underneath the UPRR tracks. The new sewer pipeline alignment would connect to the proposed sewer lift station within an existing parking lot south of the UPRR tracks, and travel east within the right-of-way (ROW) of E. 5th Street/SR 34 toward Richmond Avenue. The new sewer pipeline would tie into the existing CTS at the intersection of E. 5th Street/SR 34 and Richmond Avenue. Unused segments of the existing CTS would be abandoned in place and filled with grout or cellular concrete.

Two construction methods would be used to install the new alignment, which are summarized below. Locations of each construction method are shown in Figure 3.

JACK AND BORE

Jack and bore (i.e., trenchless) construction methods would be used to install the new pipeline underneath the UPRR tracks to avoid inhibiting use of the tracks. Approximately 140 feet of new pipeline would be installed underneath the UPRR tracks via jack and bore (shown in blue in Figure 3). This section of the proposed pipeline alignment would tie into the CTS approximately 1,700 feet upstream of the collapsed portion. Jack and bore pipeline installation would involve excavation of entry and exit pits at both ends of the pipeline segment and use of a jack and bore machine to tunnel underground between the pits, pulling a pipeline casing through as it tunnels. The pipeline casing would be larger in diameter than the sewer line being installed, and the new sewer line would be pulled through the casing. The new pipeline would be installed at least 5.5 feet underground below the railroad tracks pursuant to UPRR requirements. The jack and bore entry pit would be located within the Oxnard Transportation Center parking lot, immediately south of the UPRR tracks (southern terminus of the blue line in Figure 3), and the receiving pit would be located within the rail corridor north of the UPRR tracks (north of the tracks along the blue line in Figure 3). The jack and bore entry and exit pits would be backfilled following construction.

OPEN-CUT EXCAVATION

Installation of the new pipeline via open-cut excavation would involve removal of existing pavement and excavation of a trench approximately 3 to 5 feet wide and 5 to 7 feet in depth. Approximately 2,020 feet of new pipeline would be installed via open-cut excavation south of the UPRR tracks within the E. 5th Street/SR 34 ROW. The trench would extend from the proposed sewer lift station east toward Richmond Avenue, where the new pipeline would tie into the existing CTS, which continues south along Richmond Avenue (Figure 3).

Temporary road closures would be required for pipeline installation. At a minimum, partial road closures would be required along E. 5th Street/SR 34 during installation of the new sewer pipeline. Lane closures on E. 5th Street/SR 34 would be phased along the alignment, and construction areas would be separated with K-rail during pipeline installation.

Gravity Sewer Replacement

Approximately 2,270 feet of 12-inch polyvinyl chloride (PVC) gravity sewer would be installed via traditional open-cut excavation methods north of the UPRR tracks and approximately 250 feet would be installed within a portion of existing 18-inch sewer parallel to the existing CTS to be repaired via CIPP relining repair methods (shown in green in Figure 3). CIPP construction methods are discussed in the subsection below.

The new 12-inch gravity sewer would begin at 3rd Street north of the UPRR tracks, would travel along the existing CTS alignment, continue south across the UPRR tracks, and would terminate at the intersection of E. 5th Street/SR 34 and Richmond Avenue where it would connect to the new sewer pipeline. The purpose of the gravity sewer is to divert brine from the proposed lift station, which is described below. As shown in Figure 3, brine would flow north of the UPRR tracks while wastewater flows cross under the UPRR tracks in the 140-foot pipeline segment installed via jack and bore. The gravity sewer would travel north of the UPRR tracks and then turn south at Richmond Avenue, through the 250-foot portion of the existing 18-inch sewer parallel to the existing CTS repaired via CIPP relining repair methods. Wastewater would flow east of the pump station, and the

gravity sewer and wastewater line would connect at the intersection of Richmond Avenue and E. 5th Street/SR 34 and flow south. Construction of the northern portion of the 12-inch gravity sewer would require at least partial closure of S. Hayes Avenue.

CURED IN PLACE PIPELINE REPAIR

CIPP relining is a trenchless pipeline rehabilitation method to improve the structural integrity of the existing pipeline by installing a seamless structural liner within the existing pipe. CIPP relining would involve inspection and cleaning of the existing pipeline, installation of the seamless structural liner via existing manholes, then heat-curing (using steam or hot water) to cure the liner in place. This repaired portion of the existing 18-inch sewer parallel to the existing CTS would be used for brine conveyance as part of the proposed gravity sewer.

Lift Station Construction

The project would also involve construction of a new lift station. The lift station would be constructed within an existing landscaped area of the Oxnard Transportation Center parking lot, south of the UPRR tracks (Figure 3). The lift station would house two 10-horsepower submersible pumps, one of which would serve as the primary pump and the other as a stand-by pump. A standby generator would be located at the lift station site. The lift station would be primarily subterranean, with visible aboveground features including access hatches, electrical control panels (with metal canopy), an odor control unit, and an electrical transformer. Construction of the lift station would require removal of three ornamental trees. A permit would be obtained for tree removal and trees would be replaced if necessary, depending on the size of the removed trees.

Approximately 4,177 cubic yards (CY) of soil would be excavated during construction of the new sewer pipeline, gravity sewer, and lift station. Following pipeline installation, approximately 1,932 CY of excavated soil and approximately 1,492 CY of imported soil would be used as fill. Approximately 2,085 CY of soil would be exported off site and disposed of at the Del Norte Recycling Center, or another landfill selected by the construction contractor. The project would disturb a surface area of approximately 45,775 square feet, or 1.1 acres, as described in Table 1.

If groundwater is encountered during construction, dewatering would be required. Dewatered groundwater would be tested and potentially treated prior to discharge into existing storm drains subject to any required permit.

Construction Laydown Areas

As shown in Figure 3, construction equipment and materials would be staged in two potential construction staging areas. Potential Construction Laydown Area 1 would be located in the parking lot of an existing City maintenance yard, and Potential Construction Laydown Area 2 would be located in the Oxnard Transportation Center parking lot surrounding the proposed pump station location. One or both of these construction laydown areas would be used for construction worker parking and construction material laydown during project construction; this analysis conservatively assumes both potential laydown areas would be used.

Paving and Ground Restoration

This final phase of construction would involve repaving portions of 3rd Street and E. 5th Street/SR 34 that were excavated for trench pipeline installation. As previously described, excavated areas would be filled with previously excavated soil and an additional approximately 1,492 CY of imported soil.

Figure 3 Project Construction Methods

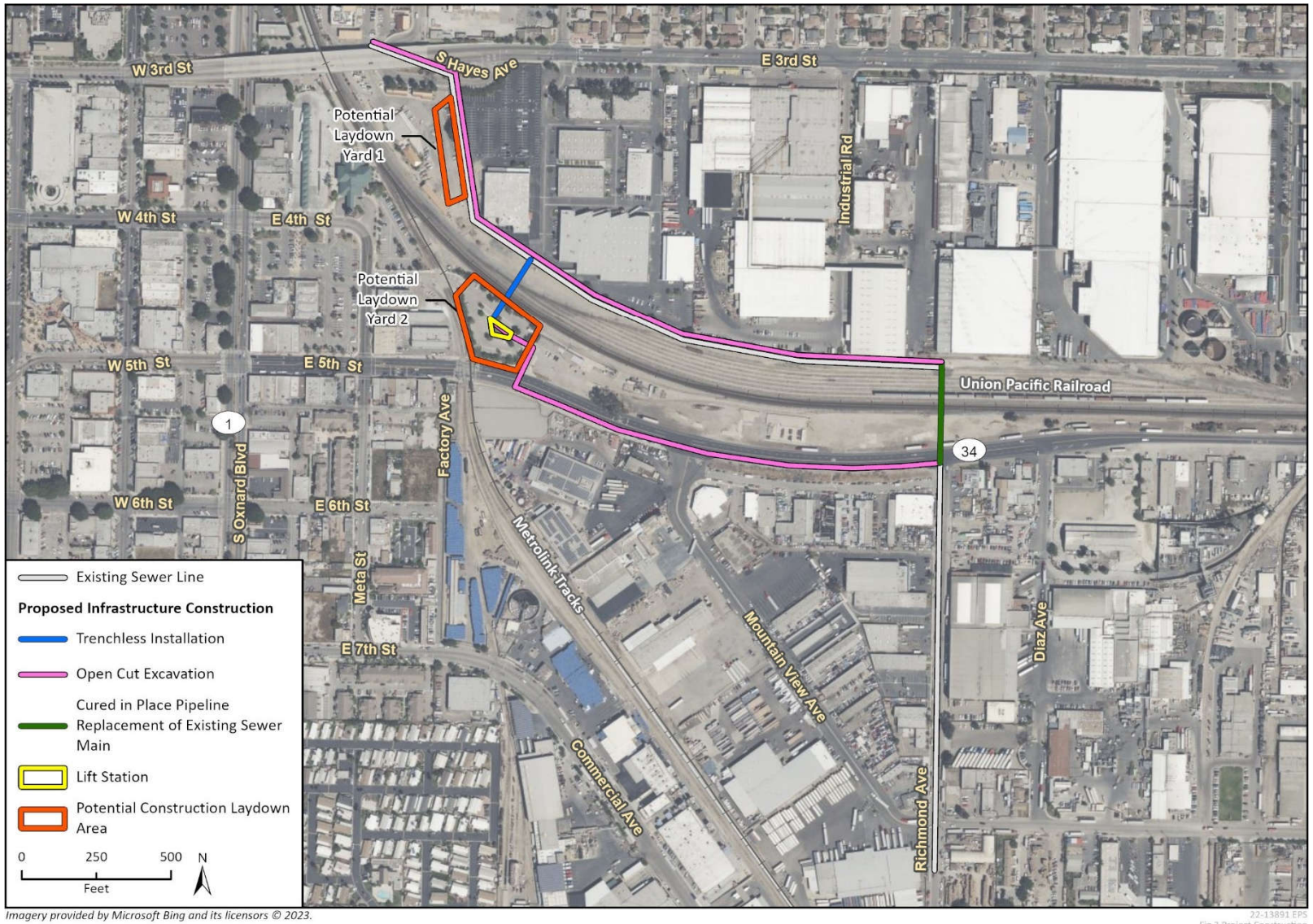


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Fig 3 Project Construction

Construction Phases and Schedule

Project construction would occur over approximately one year and is anticipated to occur from October 2024 to October 2025. Construction would occur 7:00 a.m. to 4:00 p.m. on weekdays; no weekend or nighttime construction is anticipated.

Table 1 shows project construction phases, their estimated duration, and the surface area disturbed under each construction phase.

Table 1 Project Construction Schedule

Construction Phase	Estimated Duration (working days)	Disturbed Surface Area (square feet)
Open Cut Excavation of Gravity Sewer North of UPRR	70	22,700
Jack and Bore Under UPRR tracks	20	350
Open Cut Excavation from E. 5th Street to Richmond Avenue	70	20,200
Lift Station Site Preparation and Grading	20	2,525
Lift Station Construction	180	0
Electrical, Instrumentation, and Controls	20	0
Paving and Ground Restoration	20	0
Total	**400 (approximately 13 months)**	**45,775**

Operation and Maintenance

Upon completion of construction, the project would not require new operations and maintenance activities beyond existing City sewer operations. Approximately one maintenance trip per month would be required.

9. Other Public Agencies Whose Approval is Required

The City of Oxnard is the lead agency for this project. Anticipated approvals for the project are summarized in Table 2.

Table 2 Summary of Approvals that May Be Required

Permit/Approval	Jurisdiction(s)
CWSRF Funding Approval	SWRCB (on behalf of the USEPA)
UPRR Encroachment Permit	UPRR
Industrial Sewer Discharge Permit	City of Oxnard
Encroachment Permit	City of Oxnard
Ventura County Air Pollution Control District (VCAPCD) Authority to Construct/Permit to Operate	VCAPCD
Ventura County Railroad (VCRR) Right of Entry	VCRR
Port Hueneme VCRR Underground Pipeline Crossing Encroachment Permit	VCRR
California Division of Occupational Safety and Health (Cal/OSHA) Department of Industrial Relations (DIR) Division of Mines and Tunneling Gas Classification	Cal/OSHA DIR
Shoring and Trenching Permit	Cal/OSHA DIR

Permit/Approval	Jurisdiction(s)
Division of Drinking Water Minimum Separation Permit	Division of Drinking Water District 06
SWRCB Construction General Permit for Stormwater	SWRCB
Compliance with National Pollutant Discharge Elimination System Dewatering Discharge permit from the Los Angeles Regional Water Quality Control Board (RWQCB)[1]	Los Angeles RWQCB

[1] Only required if dewatered groundwater discharge into storm drain is necessary

10. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On June 29, 2023, the City sent letters to representatives of the Barbareño/Ventureño Band of Mission Indians. Additional detail regarding responses and recommendations of tribal representatives is included in Environmental Checklist Section 17, *Tribal Cultural Resources.*

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	■	Air Quality
■	Biological Resources	■	Cultural Resources	☐	Energy
■	Geology/Soils	☐	Greenhouse Gas Emissions	■	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
■	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" 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 potential 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.

Jorge E Espinoza

Signature

10-25-23

Date

Jorge Espinoza

Printed Name

Project Manager

Title

Environmental Checklist

1 Aesthetics and Urban Design

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City Planning documents?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?	☐	☐	☐	■
c. Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?	☐	☐	☐	■
d. Add to or compound an existing negative visual character associated with the project site?	☐	☐	☐	■
e. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City Planning documents?

The 2030 General Plan Goals and Policies outline three broad categories of aesthetic resources, including Local Waterways, Agricultural Greenbelts, and Beaches and Coastlines (City of Oxnard

2022a). The project site is located in a developed, industrialized area of Oxnard. The nearest local waterway (the Santa Clara River) is located approximately 3.3 miles to the north of the project site. The nearest agricultural areas are located 0.9 mile to the east, and the Pacific Ocean is located approximately 4.3 miles to the west. Due to intervening development, local waterways, agricultural areas, and beaches and coastlines are not visible from the project site. The project would involve installation of new and repaired sewer pipelines, which would be located entirely belowground, and a new sewer lift station, which would also be primarily belowground. Aboveground features of the proposed lift station would be visually consistent with the industrial setting of the project area. Therefore, the project would not have a substantial adverse effect on a scenic vista and there would be no impact.

NO IMPACT

b. Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?

There are no officially designated state scenic highways within Oxnard (California Department of Transportation [Caltrans] 2019). The County of Ventura has not designated any scenic routes within the county (County of Ventura Resource Management Agency 2020). The City of Oxnard 2030 General Plan identifies several scenic highways/roadways; near the project site, this includes E. 5th Street/SR 34 and Oxnard Boulevard (City of Oxnard 2018). Construction of the proposed lift station would require removal of three ornamental trees within a landscaped area of the Oxnard Transportation Center parking lot. These trees are partially visible from E. 5th Street/SR 34. A permit would be obtained for tree removal and trees would be replaced if necessary, depending on the size of the removed trees. There are no rock outcroppings within the project site. The project would not involve demolition of structures and would not result in substantial damage to historic resources visible from E. 5th Street/SR 34. Therefore, the project would not substantially damage scenic resources within a state scenic highway or route identified as scenic by the County of Ventura or the City of Oxnard, and there would be no impact.

NO IMPACT

c. Would the project, substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?

The project would involve installation of new or repaired sewer pipelines, which would be located entirely belowground once project construction is complete. The project would also involve construction of a sewer lift station within a landscaped area of the Oxnard Transportation Center parking lot. The parking lot where the proposed lift station would be constructed is zoned as Heavy Manufacturing. The aboveground features of the lift station would be visually consistent with this designation, and with existing industrial and commercial structures in the project area. Therefore, the project would not substantially degrade the existing visual character or quality of the site or its surroundings, and there would be no impact.

NO IMPACT

d. Would the project add to or compound an existing negative visual character associated with the project site?

The existing visual character of the project site consists of a rail yard and parking areas for adjacent industrial and commercial development, with minimal landscaping. The project would involve installation of new or repaired sewer pipelines, which would be located entirely belowground once project construction is complete. As discussed under threshold (c), the proposed lift station would also be primarily belowground, and aboveground features be visually consistent with the existing industrial and commercial development in the project area. Therefore, the project would not add to or compound an existing negative visual character, and there would be no impact.

NO IMPACT

e. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

During construction, the project would involve staging of construction equipment and materials on the site in designated staging areas (Figure 3), which may temporarily result in new sources of light or glare in the project area. Nighttime construction is not anticipated to be required. Light and glare during project construction would be temporary and limited to the construction period, expected to be one year. In operation, the new or repaired sewer pipelines would be located entirely belowground, and the aboveground features of the proposed lift station structure would not include exterior lighting or be coated with reflective materials that would generate a substantial new source of light or glare. Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agricultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or an existing Williamson Act contract?	☐	☐	☐	■
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or an existing Williamson Act contract?

c. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?

The project site is located in an area designated as "Urban and Built-Up Land" by the California Department of Conservation (DOC) and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide importance (DOC 2016). The project site is zoned as Heavy Manufacturing by the City of Oxnard and is not subject to a Williamson Act contract (DOC 2017). The project would not involve changes to the existing environment that would convert off-site farmland to non-agricultural use. Therefore, there would be no impacts to agricultural resources.

NO IMPACT

This page intentionally left blank.

3 Air Quality

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

Overview of Air Pollution

The federal and state Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the USEPA and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),[2] nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and

[2] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources may be legally operated on roadways and highways
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Project Setting

The project site is located in the South-Central Coast Air Basin (SCCAB), which covers Ventura, Santa Barbara, and San Luis Obispo counties. The VCAPCD monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). The analysis presented in this section is based upon information found in the VCAPCD 2003 Ventura County Air Quality Assessment Guidelines (2003 Guidelines).

Air quality is affected by stationary sources (e.g., industrial uses and oil and gas operations) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and type of pollutants emitted locally and regionally and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. The project site is located in the southeastern portion of the SCCAB, which has moderate variability in temperatures, tempered by coastal processes. The air quality in the SCCAB is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

Significance Thresholds

The 2003 Guidelines recommend specific air emissions criteria and threshold levels for determining whether a project may have a significant adverse impact on air quality within the SCCAB. The project would have a significant impact if operational emissions exceed 25 pounds per day of VOC or 25 pounds per day of NO_x. The 25 pounds per day threshold for VOC and NO_x is not intended to be applied to construction emissions since such emissions are temporary. Nevertheless, the 2003 Guidelines state that construction-related emissions should be mitigated if estimates of VOC or NO_x emissions from heavy-duty construction equipment exceed 25 pounds per day for either VOC or NO_x.

VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, VCAPCD indicates a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property, would have a significant air quality impact. This threshold applies to the generation of fugitive dust during construction grading and excavation activities. The 2003 Guidelines recommend application of fugitive dust mitigation measures for all dust-generating activities. Such measures include minimizing the project disturbance area, watering the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less.

For the purposes of this analysis, the project would result in a significant impact if construction or operational emissions from the project would exceed the thresholds shown in Table 3.

Table 3 Air Quality Thresholds of Significance

Pollutant	Threshold of Significance
Construction Impacts	
VOC	25 lbs/day
NO_x	25 lbs/day
Operational Impacts	
VOC	25 lbs/day
NO_x	25 lbs/day

lbs/day = pounds per day; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.14. CalEEMod uses project-specific information, including the project's land uses, location, and construction parameters, to model construction emissions.

Construction emissions modeled include emissions generated by construction equipment used on site and emissions generated by vehicle trips associated with construction, such as worker, vendor, water truck, and haul trips. Construction of the proposed project was analyzed based on the construction schedule and construction equipment list provided by the project's engineering and design team. Construction would begin in October 2024 and occur over the course of approximately one year, with work occurring Monday through Friday. The project would be constructed in several phases, including open cut excavation, jack and bore, lift station site preparation and grading, lift station construction, electrical, instrumentation, and controls, and paving and ground restoration, as shown in Table 1. It is assumed all construction equipment would be diesel-powered. Grading would result in approximately 4,177 CY of cut soil, of which 2,085 CY would be exported off site.

Operational emissions modeled include emissions generated by occasional maintenance vehicle trips to the project site, energy required for the lift station, and occasional use of the backup generator in the lift station. Operational emissions estimated with CalEEMod include: area sources, such as landscaping equipment; energy sources, such as lift station electricity; mobile sources, such as vehicle trips; and stationary sources, such as the on-site backup generator.

a. Would the project conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP?

A project would conflict with or obstruct implementation of the 2022 AQMP if it either induced population such that the population of Oxnard exceeds the population forecast utilized in the AQMP, or if construction and operational emissions would exceed VCAPCD significance thresholds.

The proposed project would involve installation of new or repaired sewer pipelines intended to serve existing development in Oxnard. The project would not increase the capacity of the sewer and would not require additional employees, and therefore would not result in a population increase. As the project would not create additional housing or jobs, the project is within the growth assumptions that underlie the emissions forecasts in the 2022 AQMP. Additionally, as discussed below under threshold (b), the project would not result in construction or operational emissions that would exceed VCAPCD significance thresholds. The project would not conflict with or obstruct implementation of the AQMP, and there would be no impact.

NO IMPACT

b. Would the project violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?

c. Would the project result in a net increase of any criteria pollutant in excess of quantitative thresholds recommended by the VCAPCD?

Construction Emissions

Construction activities such as site preparation, open cut excavation, jack and bore, grading, construction worker travel to and from the project site, delivery and hauling of construction materials and debris to and from project site, and fuel combustion by on-site construction equipment would generate emissions of ozone precursors (VOC and NO_X), carbon monoxide, and fugitive dust (PM_{10} and $PM_{2.5}$). Table 4 shows the estimated maximum daily emissions for each year of project construction.

Table 4 Estimated Maximum Daily Construction Emissions (lbs/day), Unmitigated

Construction Year	VOC	NO_x	PM_{10}	CO	SO_2	$PM_{2.5}$
2024	4	32	3	33	<1	2
2025	1	9	<1	10	<1	<1
VCAPD Thresholds	**25**	**25**	**N/A**	**N/A**	**N/A**	**N/A**
Threshold Exceeded?	No	**Yes**	N/A	N/A	N/A	N/A

lbs/day = pounds per day; VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less; N/A = not applicable

Notes: Emissions estimates are rounded to the nearest whole number. Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.

As shown in Table 4, VOC emissions associated with project construction would not exceed the VCAPCD threshold of 25 pounds per day. However, NO_x emissions associated with project construction would exceed the threshold of 25 pounds per day, and impacts would potentially be significant. Implementation of Mitigation Measure AQ-1, provided below under *Mitigation*

Measures, would require the construction contractor to use construction equipment greater than 75 horsepower equipped with Tier 4 or better diesel engines. Use of Tier 4 engines would reduce NO_x emissions to below the VCAPCD threshold, as shown in Table 5. Detailed emissions calculations are provided in Appendix A.

Table 5 Estimated Maximum Daily Construction Emissions (lbs/day), Mitigated

Construction Year	VOC	NO_x	PM_{10}	CO	SO_2	$PM_{2.5}$
2024	1	7	3	40	<1	2
2025	<1	4	<1	11	<1	<1
VCAPCD Thresholds	**25**	**25**	**N/A**	**N/A**	**N/A**	**N/A**
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

lbs/day = pounds per day; VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less; N/A = not applicable

Notes: Emissions estimates are rounded to the nearest whole number. Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.

The project would also be required to comply with VCAPCD Rule 55, which requires construction best management practices (BMPs) to control dust emissions during ground disturbing activities. BMPs include but are not limited to watering soil stockpiles two times per day, securing soil stockpiles with tarps, and prevention of soil track-out from unpaved project sites. Compliance with Rule 55 would reduce potential $PM_{2.5}$ and PM_{10} emissions such that the project would not cause injury, detriment, nuisance, or annoyance to any considerable number of persons. With implementation of Mitigation Measure AQ-1 and compliance with VCAPCD Rule 55, construction emissions would not violate air quality standards or result in a cumulatively considerable net increase of criteria pollutants in excess of quantitative thresholds recommended by VCAPCD. Impacts would be less than significant with mitigation.

Operational Emissions

Operation of the project would involve occasional maintenance trips to and from the project site (approximately once per month), operation of the lift station, and occasional operation of the lift station backup generator. Table 6 summarizes the project's maximum annual operational emissions by emission source and maximum daily operational emissions.

Table 6 Estimated Operational Emissions

Source	Emissions (pounds per day)					
	VOC	NOx	PM10	CO	SO2	PM2.5
Mobile Emissions	<0.1	<0.1	<0.1	<0.01	<0.01	<0.1
Area Emissions	<0.1	<0.1	<0.1	<0.01	<0.01	<0.1
Energy Emissions	<0.1	<0.1	<0.1	<0.01	<0.01	<0.1
Stationary Emissions	<1	2	<1	2	<0.01	<1
Total Project Emissions	**<1**	**2**	<1	**2**	<0.01	<1
VCAPCD Threshold	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = particulate matter with a diameter of 2.5 microns or less; N/A = not applicable
Notes: Emissions estimates are rounded to the nearest whole number. Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.

As shown in Table 6, operational emissions would be well below the VCAPCD thresholds for VOC and NO_x. Accordingly, the project would not exceed VCAPCD thresholds for criteria pollutants and the project would have a less than significant impact during operation.

Mitigation Measures

AQ-1 Construction Equipment Emissions

Heavy-duty diesel-powered construction equipment greater than 75 horsepower shall be equipped with Tier 4 Final or better diesel engines. The City of Oxnard shall verify and approve all pieces within the construction fleet that would not meet Tier 4 Final standards pursuant to the VCAPCD Guidelines. Equipment engines must be maintained in good condition and in proper tune pursuant to manufacturer's specifications. An exemption from these requirements may be granted by the City in the event the contractor documents equipment with the required tier or fuel type is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the contractor shall be required to demonstrate two construction fleet owners/operators in Ventura County were contacted and that those owners/operators confirmed Tier 4 Final or electric equipment could not be located within Ventura County.

Significance After Mitigation

Implementation of Mitigation Measure AQ-1 would reduce NO_x emissions below the VCAPCD threshold of 25 pounds per day, and impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?

Carbon Monoxide Hotspots

A carbon monoxide hotspot is a localized concentration of carbon monoxide that is above a carbon monoxide ambient air quality standard. Localized carbon monoxide hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local carbon monoxide concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2022a).

The project would require operation and maintenance trips that would be similar to existing operations prior to collapse of the CTS. Therefore, the project would not result in volumes of traffic that would create, or substantially contribute to, the exceedance of state and federal ambient air quality standards for carbon monoxide. The project would not expose sensitive receptors to substantial pollutant concentrations related to carbon monoxide hotspots, and impacts would be less than significant.

Toxic Air Contaminants

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, open cut excavation, jack and bore, infrastructure installation, paving, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998 (CARB 2022b).

Generation of DPM from construction projects typically occurs in a single area for a short period of time. Construction of the proposed project would occur in phases over approximately one year. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. Young children are more sensitive to exposure to some carcinogens than adults. Therefore, the California Office of Environmental Health Hazard Assessment has implemented age sensitivity factors that take into account the increased sensitivity of children during early development stages (i.e., third trimester pregnancy exposure to 16 years). Given the age sensitivity factors, exposure at a young age to even short-term projects have the potential to result in substantial risk exposure.

The maximum daily PM_{10} emissions would range from less than one pound per day to three pounds per day of exhaust (DPM) (Table 5). The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The proposed project would also be required to comply with the CARB Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and would be required to comply with the CARB In-Use Off-Road Diesel Vehicle Regulation, which outlines specific requirements for diesel powered equipment to mitigate air pollution. Compliance with these requirements would minimize emissions of TACs during construction.

The project would not include any mobile or stationary sources of air pollution once operational. Therefore, impacts related to TAC emissions from stationary sources would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

During project construction, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with operational odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (VCAPCD 2003). The project would not involve the operation of these land uses, and the project would not create new sources of odor during operation. Therefore, project operations would result in an odor impact that is less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources?	☐	☐	☐	■
f. Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

The following information is based on information provided from a Biological Resources Assessment completed by Rincon Consultants, Inc. (Rincon) in July, 2023. This assessment was based on a literature and database review and field survey completed on July 5, 2023. The Biological Resources Assessment is included as Appendix B.

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The project site is within an existing disturbed area with minimal suitable habitat. Due to the disturbed condition of the site, there are few biological resources present and the overall biological value of the site is low. The nearest United States Fish and Wildlife Service (USFWS) designated Critical Habitat, located approximately 4.15 miles to the southwest along Ormond Beach, is habitat for the tidewater goby (*Eucyclogobius newberryi*) and western snowy plover (*Charadrius nivosus nivosus*) (Appendix B). Due to their distance from the project site, project implementation would not affect or modify these delineated protected habitat areas or other wildlife habitats suitable for these protected species.

A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), the Cornell Lab of Ornithology's eBird, and iNaturalist was conducted to identify documented occurrences of special status species in the vicinity of the project site. The CNDDB documents one special status species overlapping the project site: American peregrine falcon (*Falco peregrinus anatum*) which is discussed further below. In addition, monarch butterfly (*Danaus plexippus plexippus*) has been observed within 0.20-mile of the project site; however, the project site itself lacks suitable habitat for monarch butterfly (Appendix B).

Three special status plant species, Verity's Dudleya (*Dudleya verityi*), Blochman's Dudleya (*Dudleya blochmaniae ssp. blochmaniae*), and salt marsh birds-beak (*Chloropyron maritimum ssp. maritimum*), have been documented between 0.02- and 0.65-mile from the project site; however, suitable habitat does not occur at the project site and these species were not observed during the field visit conducted by Rincon (Appendix B).

American Peregrine Falcon

The American peregrine falcon is a CDFW Fully Protected species that occurs near urban areas and open habitats, including wetlands, lakes, rivers, and mountain sides. Nests consist of a scrape or a depression or ledge in an open site. The species typically nests on cliffs, banks, dunes, mounds and occasionally on human-made structures such as bridges or tall buildings or occasionally abandoned raptor nests. There is one CNDDB occurrence associated with the American peregrine falcon overlapping the project site in 2017 (Appendix B). Due to the lack of suitable foraging habitat on the project site, the species is not expected to perch in the trees at the project site. The species may fly over the project site periodically but is not expected to nest or forage in the project site due to absence of suitable nesting and foraging habitat.

Migratory and Nesting Birds

Under the provisions of the Migratory Bird Treaty Act of 1918 (MBTA), it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by the USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest, or

egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the California Fish and Game Code Sections 3500 et seq. extend protection to non-migratory birds identified as resident game birds and any birds in the orders Falconiformes or Strigiformes (birds-of-prey). The trees at the project site have the potential to support numerous nesting bird species. The project would involve the removal of three camphor trees (*Cinnamomum camphora*) which could result in direct adverse impacts to nesting birds. In addition, construction of the project may potentially indirectly impact nesting birds through construction noise, dust, and other human disturbances that may cause a nest to fail. Therefore, construction of the project would have a potentially significant impact on migratory and nesting birds. Mitigation Measure BIO-1 would be required and would minimize construction impacts to migratory birds.

Following project completion, noise from the operation of the facility would be minimal and would not cause significant long-term permanent noise impacts or require night lighting. Therefore, no significant long-term permanent impacts to migratory or nesting birds would occur.

Mitigation Measures

BIO-1 Nesting Bird Avoidance and Minimization Measures

The following avoidance and minimization measures should be implemented during project construction activities:

- Initial site disturbance should occur outside the general avian nesting season (February 1 through September 15), if feasible.
- If initial site disturbance occurs in a work area within the general avian nesting season indicated above, a qualified biologist should conduct a pre-construction nesting bird survey no more than 14 days prior to initial disturbances in the work area. The survey should include the entire area of disturbance area plus a 100-foot buffer (relevant to non-raptor species) and 300-foot buffer (relevant to raptors) around the site. If active nests are located, all construction work should be conducted outside a buffer zone from the nest to be determined by a qualified biologist. The buffer should be a minimum of 100 feet for non-raptor bird species and 500 feet for non-listed raptor species. Larger buffers may be required and/or smaller buffers may be established depending upon the species, status of the nest, and construction activities occurring in the vicinity of the nest. The buffer area(s) should be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist should confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer.
- If construction activities in a given work area cease for more than 14 days, additional surveys should be conducted for the work area if work recommences during the nesting season. If active nests are located, the aforementioned buffer zone measures should be implemented.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would minimize disturbance to nesting birds by requiring pre-construction nesting bird surveys and avoidance of active nests to reduce potential impact to nesting birds. With implementation of Mitigation Measure BIO-1, impacts to nesting birds would be reduced to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No riparian habitats, wetlands, or other sensitive natural communities occur within the project site (Appendix B). Therefore, the project would have no impact on these resources.

NO IMPACT

c. Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?

No federally protected waters of the U.S. or protected waters of the state occur within the project site (Appendix B). Therefore, the project would have no impact on these resources.

NO IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. Regional and local wildlife movements are expected to be concentrated near topographic features that allow convenient passage, including roads, drainages, and ridgelines.

The project site is not in any essential wildlife connectivity area or natural landscape blocks and does not include any features, such as native habitat, creeks, drainages, and ravines, that would be used by wildlife for local or regional movement (Appendix B). Therefore, the project would not impact migratory wildlife.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources?

Three ornamental trees are planned for removal within the sewer lift station. The City of Oxnard Municipal Code Chapter 20: Trees; Shrubs, identifies protection of trees, plants, and shrubs on public property. The removal of trees would occur in accordance with the procedures for removal identified in Chapter 20 of the Municipal Code. Therefore, no impact would occur.

NO IMPACT

f. Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan (Appendix B). Therefore, no impact would occur.

NO IMPACT

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5 Climate Change and Greenhouse Gas Emissions

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

Overview of Climate Change and Greenhouse Gas Emissions

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. Most radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Methodology and Significance Thresholds

GHG emissions associated with project construction and operation were estimated using CalEEMod, with the assumptions described under Section 3, *Air Quality.* CalEEMod modeling outputs are included in Appendix A. For the purposes of this GHG analysis, it was assumed the project would have a 50-year lifetime. Construction emissions were amortized over the project's estimated 50-

year lifetime because construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project.

According to the *CEQA Guidelines*, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of a project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. The City of Oxnard has not adopted a numerical significance threshold for assessing impacts related to GHG emissions but has an adopted Climate Adaptation and Action Plan (CAAP) for reduction of GHG emissions. Neither the VCAPCD, California Office of Planning and Research, CARB, California Air Pollution Control Officers Association, nor any other state or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed project.

In the absence of any adopted numeric threshold, the significance of the proposed project's GHG emissions is evaluated consistent with *CEQA Guidelines* Section 15064.4(b) by considering whether the proposed project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, the significance of the proposed project's potential impacts regarding GHG emissions and climate change is evaluated based on consistency with plans and polices adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The most directly applicable adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the City of Oxnard General Plan and the City of Oxnard CAAP. GHG emissions from the construction and operation of the proposed project are provided for informational purposes.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Emissions

Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor and haul trucks, and worker vehicles. As previously stated, SCAQMD recommends construction emissions be amortized over the lifetime of the project, which is assumed to be 50 years. Table 7 shows the estimated annual GHG construction emissions associated with the proposed project, as well as the amortized construction emissions over a 50-year project life.

Table 7 Estimated Construction GHG Emissions

Construction Year	Emissions (MT of CO_2e per year)
2024	7,353
2025	1,807
Total Emissions	**9,160**
Total Annual Emissions Amortized over 50 Years	**183**

MT = metric tons; CO_2e = carbon dioxide equivalents

See Appendix A for CalEEMod outputs.

As shown in Table 7, project construction would generate approximately 9,160 MT of CO_2e over the construction period. Amortized over the project's lifetime, the project would generate approximately 183 MT of CO_2e per year. GHG emissions generated during construction of the proposed project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. As there is no construction GHG threshold, the amortized construction emissions were added to the operational emissions.

Operational Emissions

Operation of the project would result in GHG emissions which are primarily associated with operation of the lift station and backup generator (stationary and energy sources), and occasional maintenance vehicle trips to the project site (mobile sources). Estimated annual operation emissions associated with the proposed project would be approximately 396 MT of CO_2e per year. Combined with the amortized construction emissions, the project would result in approximately 579 MT of CO_2e per year.

As demonstrated below under threshold (b), the project would not conflict with an applicable plan, policy, or regulation pertaining to the reduction of GHG emissions. Therefore, in the absence of a numerical threshold, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. There would be no impact.

NO IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?

The project's consistency with the 2022 Scoping Plan, Connect SoCal, and City of Oxnard CAAP are discussed in the subsections below.

2022 Scoping Plan

There are numerous state plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal state plan and policy is AB 32, the California Global Warming Solutions Act of 2006, as well as Senate Bill (SB) 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. The 2022 Scoping Plan identifies plans, regulations and strategies that are to be implemented at the state and project level that will reduce GHG emissions consistent with state policies with a target of 85 percent below 1990 levels by 2045 which is the equivalent of carbon neutrality by 2045.

Many of the measures and programs included in the 2022 Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (Low Carbon Fuel Standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy). Additionally, because the project would involve repair and replacement of an existing sewer line and construction of a lift station, the net increase in GHG emissions associated with the project would be negligible. Given that the proposed project is also not anticipated to result in a substantial increase in mobile trips, the project would also not conflict with the 2022 Scoping Plan's goal of reducing

GHG emissions through reductions in vehicle miles travelled (VMT) statewide. Therefore, the project would be consistent with the 2022 Scoping Plan.

Southern California Association of Governments Connect SoCal

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 RTP/SCS) and the addendum to the Connect SoCal Program Environmental Impact Report. SCAG's Connect SoCal is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The SCS will integrate land use and transportation strategies that will achieve GHG emissions reduction targets that are forecasted to achieve reduction in GHG emissions to achieve the state's 2045 GHG reduction goals. Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. As discussed in Section 3, *Air Quality,* the project would not require additional operational employees and would therefore not account for a part of projected employment growth in Oxnard. Therefore, the project would support the VMT and GHG reducing goals of Connect SoCal. The proposed project would not conflict with implementation of the strategies identified in the 2020 RTP/SCS that would reduce GHG emissions.

City of Oxnard Climate Action and Adaptation Plan

The City's CAAP identifies seven areas under which the city can reduce GHG emissions: clean energy, water conservation and reuse, green buildings, waste reduction and recycling, transportation, nature-based solutions, and land use (City of Oxnard 2022b). The proposed project would require minimal energy to power the lift station and would create minimal waste; many of the CAAP strategies are not applicable as a result of the nature of the minimal operation of the proposed project. The proposed project would involve occasional (approximately one per month) maintenance vehicle trips. The strategies in the transportation section of the CAAP, including expanding electric vehicle charging, transitioning the City's fleet to green vehicles, expanding pedestrian and bike infrastructure, improving public transit effectiveness, and promoting ridesharing are targeted towards the City and residential developments, and are not applicable to the project since it does not involve residents or new employees. Therefore, the proposed project is consistent with the City's CAAP.

Overall, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. There would be no impact.

NO IMPACT

c. Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?

While the project would result in emission of GHGs during construction and operation, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. However, it is generally believed that an individual project is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory, as there is scientific uncertainty regarding the significance a project's individual and cumulative effects on global climate change. The project would result in less than significant GHG emissions (refer to the analysis presented under threshold [a], above) and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing

GHG emissions (refer to the analysis presented under threshold [b], above). It can be concluded that the project would have less than significant primary effects on climate change; therefore, it would also have less than significant secondary impacts on climate change.

CalEEMod identified sea level rise, wildfire, and temperature and extreme heat as applicable climate hazards for the project location (CalEEMod uses Cal-Adapt for these calculations). However, the City has identified adaptation strategies for each of these hazards within its CAAP. To combat the effects of extreme heat, the City has identified the following measures: ensure access to cooling centers, parks, and shoreline; seek funding for energy improvements for low-income households; promote enforcement of California Office of Safety and Health standards that protect against extreme heat; give higher priority to urban greening and shading; support and expand the citywide tree program, report, and plan; give higher priority to urban greening in vulnerable communities; and increase the albedo of roofs and pavements. To adapt to sea level rise, the CAAP notes the City's accommodation, managed retreat, green protect, and hard protect strategies. Finally, to combat the effects of extreme drought and wildfires, the CAAP notes the following strategies: expand and protect the city's diversity of water supply, expand community water recycling, use drought-tolerant plants and alternative irrigation, partner with the County of Ventura to provide information on climate-resistant crops, create/participate in programs to address food insecurity, and consider expanding Project Assist (a program providing credit on utility bills) (City of Oxnard 2022b). With the City's prioritization of these strategies, the project would not be particularly susceptible to sea level rise, fire hazards, or other climate-related events. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of an historical resource as defined in State CEQA Guidelines Section 15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?	☐	■	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

This section provides an analysis of the project's impacts on cultural resources, including historical resources, archaeological resources, human remains, and paleontological resources. Analysis in this section is based on the Historic Property Inventory Report and the Paleontological Resources Assessment prepared for the project in August 2023. The Historic Property Inventory Report is included as Appendix C and the Paleontological Resources Assessment is included as Appendix D.

Significance Thresholds

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC] Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript a lead agency determines to be historically significant (CEQA Guidelines Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

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

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a-b]). PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Additionally, pursuant to the City of Oxnard CEQA Guidelines, this section also evaluates potential impacts to paleontological resources. The project would result in significant impacts to paleontological resources under CEQA or adverse effects to paleontological resources under federal environmental protection laws if they impact previously undisturbed sediments assigned high paleontological sensitivity.

The impact analysis included here is organized based on the cultural resources thresholds included in the City of Oxnard CEQA Guidelines. Threshold (a) broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, the analysis under threshold (a) is limited to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under threshold (b).

Methodology of Historic Properties Inventory Report

Archival and Background Research

In July 2023, Rincon conducted a cultural resources investigation and analysis of the Area of Potential Effects (APE) surrounding the project site. This analysis included a cultural resources records search of the California Historical Resources Information System at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, and a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search. The purpose of the SCCIC records search was to identify previously conducted cultural resources studies, as well as previously recorded cultural resources within the APE and a 0.5-mile radius surrounding it. Rincon also reviewed the National Register of Historic Places (NRHP), the CRHR, the California Historical Landmarks list, and the Built Environment Resources Directory. Additionally, Rincon reviewed the Archaeological Determination of Eligibility list. Results of the records search can be found in Appendix C.

The SCCIC records search and background research identified 20 previously conducted cultural resources studies within 0.5 mile of the APE (Appendix C). Of these 20 previously conducted cultural resources studies, seven studies overlap the portions of the APE along E. 5th Street/SR 34 and the UPRR. None of these previously conducted cultural resources studies identified cultural resources within or immediately adjacent to the APE. The SCCIC records search and background research

identified two cultural resources within 0.5 mile of the APE, including the Oxnard Chamber of Commerce building and the Sky View Drive-In Theater. Neither of these buildings are located within or adjacent to the APE.

As part of the process of identifying cultural resources within the APE and its vicinity, Rincon contacted parties who have a demonstrated interest in cultural/historical resources in the Oxnard area and requested information regarding known or potential resources near the APE. Letters that included a description and map of the project site were sent via email on June 30, 2023, to the Ventura Cultural Heritage Board (CHB), the City of Oxnard Planning Department, and Heritage Square. Follow-up phone calls were conducted July 14, 2023. Appendix C provides documentation of Rincon's outreach efforts.

On July 3, 2023, Rincon received an email response, with an attached letter, from Dillan Murray, Associate Planner for the Ventura County Resource Management Agency. In the letter attached to the email, Mr. Murray stated that the CHB staff identified two designated and potential Cultural Heritage Sites near the APE, including the Ventura County Railway (Ventura County Landmark No. 141) and the Sugar Beet Factory Site (Ventura County Landmark No. 16). In addition, Mr. Murray requested that a digital copy of any cultural resource studies resulting from the proposed undertaking be provided to him.

On July 14, 2023, Rincon received an email response from Gary Blum, Site Manager for Heritage Square, stating that he does not have any issues with the proposed undertaking.

No other responses to the Section 106 outreach from local historical groups have been received to date. Appendix C provides documentation of Rincon's outreach efforts.

Cultural Resources Field Survey

Rincon also conducted a field survey in June 2023. Due to the mostly developed nature of the APE, Rincon conducted an opportunistic survey of the APE, where all unpaved and/or undeveloped areas within or immediately adjacent to the APE were closely inspected for the presence of cultural resources. Exposed ground surfaces were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools), ecofacts (marine shell and bone), or historical debris (e.g., metal, glass, ceramics). No historic built environment or archaeological resources were identified within the APE during the field survey.

Methodology of Paleontological Resources Assessment

Paleontological Sensitivity and Assessment Criteria

The project site was evaluated for paleontological sensitivity, which refers to the potential for a geologic unit to produce scientifically significant fossils. Sensitivity comprises both the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical, and the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Direct impacts to paleontological resources occur when earthwork activities, such as grading or trenching, cut into the geologic deposits within which fossils are buried and physically destroy the fossils.

The paleontological sensitivity of the project site has been evaluated according to the following Society of Vertebrate Paleontology (SVP; 2010) categories (Appendix D):

- **High Potential (Sensitivity).** Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources.
- **Low Potential (Sensitivity).** Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well-documented and understood taphonomic processes (those affecting an organism following death, burial, and removal from the ground), phylogenetic species (evolutionary relationships among organisms), and habitat ecology are considered to have a low potential for containing significant non-renewable fossiliferous resources.
- **Undetermined Potential (Sensitivity).** Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potential of the rock units are required before programs of impact mitigation for such areas may be developed.
- **No Potential.** Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

Archival and Background Research

Rincon requested a records search of the Natural History Museum of Los Angeles County in June 2023 to identify any fossil localities known from within the project site or nearby fossil localities known from the same geologic units as those underlying the project site. The project area contains no bedrock exposures; therefore, a field survey was not warranted. The records search found no known fossil localities from within the project site (Appendix D).

The records search indicated the project site is underlain by two geologic units with low paleontological sensitivity: Holocene terrace deposits and Holocene alluvial deposits. A third geologic unit, Holocene wash deposits, may also be impacted by project construction due to mapping inaccuracies and uncertainty in sediment distribution in the subsurface. Holocene wash deposits also have low paleontological sensitivity. At some depth in the subsurface, older alluvial sediments, with high paleontological sensitivity underlie the project site.

a. Would the project cause a substantial adverse change in the significance of an historical resource as defined in State CEQA Guidelines Section 15064.5?

As discussed above, no historic built environment resources were identified within the APE and the project would not include demolition. The nearest built environment resource, the Ventura County Railway (Ventura County Landmark No. 141), is approximately 250 feet southwest of the proposed lift station and 200 feet west of the nearest portion of open-cut excavation.

The project would not include grading, excavation, or pipeline installation activities immediately adjacent to this resource. The project may include the use of vibratory rollers, which could impact historic-age buildings if vibration occurs proximate to a building. The Federal Transit Administration (FTA) establishes a screening distance of 37 feet for vibratory rollers (FTA 2018). Because the nearest built environment resource is more than 37 feet away from the nearest area of project construction, the project would not cause a substantial adverse change in the significance of an historical resource. There would be no impact.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?

No cultural resources were identified within or immediately adjacent to the APE during the records search, Native American outreach, local historical group outreach, or field survey. Additionally, the APE has been heavily disturbed by years of historical and modern development. As a result, at least the top one to two feet of soil in most areas within the APE are unlikely to yield intact cultural resources deposits based on the existing conditions and the extent of previous construction-related ground disturbances (Appendix C). The project would involve ground disturbance along the alignment of the existing CTS and within the previously disturbed areas of the UPRR and existing roadways; therefore, the proposed project would be unlikely to unearth previously unknown archaeological resources.

The proposed project has low potential to impact archaeological resources. However, the lack of surficial cultural resources does not preclude the existence of subsurface resources, and there can be the potential to encounter previously undiscovered archaeological resources. Disturbance of these resources as a result of project construction would be a significant impact. The project would implement Mitigation Measure CR-1, which would minimize impacts to unanticipated cultural resources.

Mitigation Measure

CR-1 Unanticipated Discovery of Cultural Resources

In the event archaeological resources are unexpectedly discovered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the discovery cannot be avoided by project redesign and if the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for NRHP eligibility shall be completed. If the resource proves to be eligible for the NRHP and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations (CCR) Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the SCCIC, per CCR Guidelines Section 15126.4(b)(3)(C).

Significance After Mitigation

Implementation of Mitigation Measure CR-1 would reduce potential impacts to unanticipated cultural resources by evaluating potential finds and preparing a data recovery plan, if necessary. Impacts to archaeological resources would be less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Ground-disturbing construction activities for the project are anticipated to consist of excavations for the gravity sewer, sewer pipeline, and lift station, totaling approximately 4,177 CY of sediment. The gravity sewer will be installed via open trenching and will be placed along the same alignment as the existing sewer alignment. Therefore, excavations for the gravity sewer will only impact pre-disturbed sediments, which have no paleontological sensitivity.

Excavations for the sewer pipeline (open-trench and trenchless techniques) and the lift station are expected to impact undisturbed sediments, and thus, may pose a risk to paleontological resources. The project site is developed for urban uses (e.g., roads, railroads, industrial), therefore, disturbed and/or artificial fill sediments, which have no paleontological sensitivity, likely underlie the project site to a certain depth. The depth at which sediments underlying the project site become highly sensitive for paleontological resources is unknown, but such sediments likely exist beneath a layer of non-sensitive disturbed/artificial fill sediments and a layer of low-sensitivity young (i.e., 5,000 years old or less) sediments due to the urban development of the site and geologic mapping (Appendix D). Therefore, there is potential for high-sensitivity sediments to be disturbed by this project. Given the potential for disturbance of high-sensitivity sediments, there is potential for excavations for the sewer pipeline and lift station to result in significant impacts to or adversely affect paleontological resources. Implementation of Mitigation Measures CR-2 and CR-3 would be required.

Mitigation Measures

CR-2 Worker Environmental Awareness Program

Prior to the start of construction, a Qualified Professional Paleontologist, as defined by SVP (2010), or their designee shall conduct a paleontological Worker Environmental Awareness Program training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. Construction personnel new to the project site shall also take the Worker Environmental Awareness Program training prior to beginning work at the site.

CR-3 Unanticipated Fossil Discovery

If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards. A standard inadvertent discovery clause shall be included in every construction contract to inform contractors of this requirement.

Significance After Mitigation

Implementation of Mitigation Measures CR-2 and CR-3 would reduce impacts to paleontological resources to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

The discovery of human remains is always a possibility during ground disturbing activities. If human remains are unexpectedly found, the State of California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify the Most Likely Descendant. The Most Likely Descendant shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. Compliance with existing regulations would result in less than significant impacts to human remains.

LESS THAN SIGNIFICANT IMPACT

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7 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	☐	☐	☐	■
b. Require additional energy facilities, the provision of which may have a significant effect on the environment?	☐	☐	☐	■
c. Be inconsistent with existing energy standards?	☐	☐	☐	■
d. Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	☐	☐	☐	■

a. Would the project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?

Construction

The project would require site preparation, pipeline installation via open cut excavation and jack and bore, lift station construction, and paving and site restoration. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to transport materials to and from the site.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors would also not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and there would be no impact.

Operation

The project would not result in additional vehicle fuel demands, as the maintenance needs of the sewer main would be similar to existing conditions prior to collapse of the CTS. As such, the project would result in beneficial impacts related to vehicle fuel demands. The project would introduce negligible new electricity and fuel demands associated with operation of the proposed lift station, which would be consistent with similar water pipeline facilities and equipment used throughout California. Furthermore, the project would not introduce new staffing needs.

Therefore, the project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. There would be no impact.

NO IMPACT

b. Would the project require additional energy facilities, the provision of which may have a significant effect on the environment?

As discussed above under threshold (a), the project would introduce negligible energy and fuel demands to the project site associated with operation of the proposed lift station. The regional network would have enough capacity to serve the project, and no additional energy facilities would be required. There would be no impact.

NO IMPACT

c. Would the project be inconsistent with existing energy standards?

The proposed project would be subject to state regulations for energy efficiency, including California's Building Energy Efficiency Standards and the California Green Building Standards (CALGreen), both of which are set forth in CCR Title 24. The proposed project would be required to meet Building Energy Efficiency Standards and CALGreen standards to reduce energy demand and increase energy efficiency. Additionally, the project would follow applicable energy standards and regulations during construction, including the USEPA Construction Equipment Fuel Efficiency Standard. As such, the proposed project would not conflict with existing energy standards and regulations and there would be no impact.

NO IMPACT

d. Would the project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?

The project would not preempt future energy development or conservation or inhibit the future use of renewable energy or energy storage. There would be no impact.

NO IMPACT

8 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	■
2. Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?	☐	☐	■	☐
b. 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 that cannot be addressed through compliance with standard Code requirements?	☐	☐	■	☐
c. Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?	☐	☐	■	☐
d. Expose people or structures to inundation by seiche or tsunami?	☐	☐	☐	■
e. Rely in dredging or other maintenance activity by another agency that is not guaranteed to continue?	☐	☐	☐	■

a.1. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

As shown on maps prepared by the California Geological Survey and the United States Geological Survey, the project site is not underlain by a known earthquake fault (California Geological Survey 2022; United States Geological Survey 2023). The nearest fault is the Springville Fault, located approximately 5 miles northeast of the project site. Additionally, the project would not involve the construction or operation of habitable structures. Therefore, the project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. There would be no impact.

NO IMPACT

a.2. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?

The project site could be subject to seismic ground shaking during an earthquake along the Springville Fault or other active faults in the region. A large seismic event, such as a seismic shaking or ground failure, could result in breakage of the proposed sewer line and/or underground leakage from the pipeline. The existing facilities are subject to the same risk of seismic events as the current pipeline; however, the new sewer pipeline would be made of PVC pipe, which would be more resilient to ground shaking compared to the existing clay pipe. Therefore, the potential for facilities to directly or indirectly cause substantial adverse effects involving strong seismic ground shaking would be reduced compared to existing conditions. Furthermore, in the event an earthquake compromised a project component during operation, the City would temporarily shut-off the sewer line and conduct emergency repairs as soon as feasible. Finally, the proposed lift station would be required to comply with seismic design standards within the California Building Code. Therefore, the project would not expose people or structures to potential substantial adverse effects involving strong seismic ground shaking, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?

The topography of the project site and surrounding area is generally flat and would not be susceptible to landslides or other slope failure. The project area is located within a liquefaction hazard zone (California Geological Survey 2022). However, because the project would involve repair and replacement of an existing sewer pipeline, the project would not introduce new risks associated with landslide, lateral spreading, subsidence, liquefaction, or collapse beyond existing conditions. As discussed above under threshold (a.2), the proposed project would incorporate all applicable building standards and requirements in compliance with the California Building Code and the American Water Works Association Standards for pipeline installation and lift station construction. Therefore, the proposed project would not be subject to soil instability or increase the potential for

on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?

The project site is underlain primarily by Hueneme loamy sand, a poorly drained, sandy, silty soil with moderate moisture content (Natural Resources Conservation Service 2023). Due to the moderate clay moisture of most on-site soils, there is potential for expansive soils to occur. However, the existing facilities are subject to the same risk; therefore, there would be no change in the potential for project facilities to create substantial direct or indirect risks to life or property as compared to existing conditions. Further, the project would not include habitable structures and would therefore not create substantial direct or indirect risks to life or property beyond existing conditions. As a result, the project would not create substantial direct or indirect risks to life or property as a result of expansive soil, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project expose people or structures to inundation by seiche or tsunami?

The project site is approximately 4 miles northwest of the Pacific Ocean, the nearest body of water that may be subject to tsunami. The project site is located outside of tsunami hazard zones (DOC 2022). Due to distance, the project site would not be inundated by a seiche from an inland body of water. Therefore, the project would not expose people or structures to inundation by seiche or tsunami and there would be no impact.

NO IMPACT

e. Would the project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?

The project would not include dredging, and all maintenance would be performed by the City of Oxnard. No impact would occur.

NO IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?	☐	☐	■	☐
b. Create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or the environment?	☐	■	☐	☐
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐

Environmental Setting

Historical Photograph and Map Review

A review of historical aerial photographs and topographic maps available online indicates the project site has been developed as a road, railroad, and commercial structures, similar to present day, since approximately 1947. Adjacent properties have been developed for industrial and agricultural use since approximately 1947 (Nationwide Environmental Title Research, LLC 2023).

On-site Hazardous Material Release Case Listings

According to the SWRCB's online GeoTracker database and the Department of Toxic Substances Control's (DTSC's) online EnviroStor database, there is one known release site located within the project site as follows (SWRCB 2023a; DTSC 2023):

- Union Pacific Railroad-Oxnard Yard (Oxnard, California): This facility is located within the project site and is associated with one closed Leaking Underground Storage Tank (LUST) cleanup case as of 2016. According to GeoTracker and the Los Angeles RWQCB, total petroleum hydrocarbons (TPH) as diesel (TPHd), TPH as gasoline (TPHg), and naphthalene have been reported in soil samples analyzed at the site. Residual concentrations of TPHd (16,000 milligrams per kilogram) remain present in soil at the site at 13 feet below ground surface (bgs) following case closure in 2016.

  Groundwater samples collected at depths ranging from 13.9 to 15.21 feet bgs and analyzed in 2014 through August 2015 did not identify TPHd, TPHg, benzene, toluene, ethylbenzene, and xylenes (BTEX), naphthalene, methyl tert-butyl ether, or tert-butyl alcohol (TBA) above analytical detection limits; however, the TPHd concentration in groundwater was historically reported at 1,900 micrograms per liter.

Off-site Hazardous Material Release Case Listings

According to the SWRCB's online GeoTracker database and the DTSC's online EnviroStor database, there are six known release sites located adjacent to the project site as follows (SWRCB 2023a; DTSC 2023):

- Oxnard Water Production (251 S. Hayes Avenue): This facility is located adjacent to the project site to the north and is associated with one closed LUST case as of 2006. According to GeoTracker and the Ventura County Department of Environmental Health (VCDEH), TPHd and various volatile organic compounds (VOCs) were detected in soil at the site following the removal of several underground storage tanks (USTs). The former USTs were located approximately 85 feet northeast of the project site. No VOCs or TPHd were detected in shallow groundwater (approximately 9 feet bgs). Additionally, municipal water production wells are located near the location of the former UST, which the VCDEH concluded were not at risk of contamination based on the lack of impacts to shallow perched groundwater and the location of supply wells within deep aquifers. Based on the location of the former UST and the soil impacts in relation to the project location, soil impacts are not expected to be encountered during construction.
- Southern California Edison – Oxnard Substation (350 E. Fifth Street): This facility is located adjacent to the project site to the south and is associated with one open Cleanup Program Site case as of 2022. According to the VCDEH review of the November 15, 2022, *Environmental Site Investigation Report* and the February 24, 2023, *Environmental Site Investigation Report – Revised Pages*, submitted by Eco and Associates Inc. (reports not available on GeoTracker), soil impacted with polychlorinated biphenyls (PCBs) and TPH (no range specified) above applicable screening levels were reported at the site. Additionally, according to VCDEH the "full lateral and vertical extent of all chemicals of concern are not yet fully delineated" (VCDEH 2023). Based on the limited documents available on GeoTracker, soil impacts from this release site may be encountered at the project site during construction.
- Chevron Bulk Fuel Facility No. 21-0372 (570 E. 3rd Street): The facility is located adjacent to the project site to the north and is associated with one open Cleanup Program Site case as of 2015.

According to the GeoTracker site history, the release site "operated as a Standard Oil bulk fuel terminal facility from 1920 to 1970" and had three associated 19,000-gallon aboveground storage tanks (SWRCB 2023). According to the 2022 Data Gap Investigation Workplan prepared by Arcadis, TPHg, benzene, ethylbenzene, and naphthalene were detected in soil vapor at the site above the applicable environmental screening levels (ESLs)[3] (Arcadis 2022). Additionally, TPHg and/or TPHd were reported to be present in soil above applicable ESLs and TPHg was reported in groundwater at the site at depths of 9 feet bgs at concentrations greater than its applicable ESLs. Based on the proximity of the release site to the project site and the unknown off-site impacts, impacted groundwater, soil, and soil vapor are expected to be encountered at the project site during construction. In addition, bulk fuel facilities are associated with the use of firefighting foams containing per- and polyfluoroalkyl substances (PFAS). There is potential that soil and groundwater may be impacted by PFAS, if PFAS-containing foams were used and tested at the bulk fuel facility.

- Shell SS – 5th (540 E. 5th Street): This facility is located adjacent to the project site to the south and is associated with one closed LUST case as of 2013. According to the URS Corporation (2012) *Soil Verification Report*, the site is currently an automotive repair facility and historically operated as a gasoline service station from 1962 to 1973. TPHg, TBA, benzene, toluene, ethylbenzene, and xylenes were detected in soil during the most recent sampling event, with some concentrations exceeding their respective ESLs. Additionally, TPHd, TPHg, and TBA were detected in groundwater at depths ranging from 11.89 to 15 feet bgs at the site during the most recent groundwater monitoring event in 2012. Historical contaminants of concern have included TPH (all ranges), lead, and various VOCs. Based on the proximity of the release site to the project site, impacted groundwater, soil, and soil vapor may be encountered at the project site during construction.
- Cal Pet (804 3rd Street): This facility is located adjacent to the project site to the north and is associated with one closed LUST case as of 1991. According to the regulatory profile on GeoTracker, a release of TPHg to soil occurred at the site. No agency files were available for review and no additional pertinent information was provided on GeoTracker. Due to the lack of documents available on GeoTracker, it is unknown if impacted soil would be encountered at the project site during construction.
- Royal Management Property – Sawmill (520 E. 3rd Street): The facility is located adjacent to the project site to the north and is associated with one closed Cleanup Program Site as of 2002. According to the Los Angeles RWQCB, the site operated as a sawmill prior to the 1920s and TPHg, TPHd, and various VOCs are present in soil at the site. TPHg remains present in soil at the site at concentrations greater than its ESL, and several VOCs also remain present in soil. TPH (all ranges), VOCs, and metals were not present above maximum contaminant levels in groundwater samples collected at depths of 7 to 8 feet bgs at the site in 2001. Based on the proximity of the release site to the project site, impacted soil may be encountered at the project site during construction.

Only adjacent release sites were reviewed as part of this assessment.

[3] ESLs are risk-based screening levels for direct exposure of construction workers and residential and commercial/industrial land uses as established by the San Francisco Bay RWQCB.

Potential Regional Hazards

Additional research was completed to determine if landfills, oil and gas wells, hazardous material transportation pipelines, and PFAS investigative sites are located on site or could affect the project site.

Landfills

According to a review of the California Department of Resources, Recycling, and Recovery (CalRecycle) online Solid Waste Information System database, no landfills are located within 2,000 feet of the project site (CalRecycle 2023). The nearest CalRecycle listing, Mountain View Organic Waste Processing Facility (1641 Mountain View Avenue), is located approximately 2,600 feet (0.5 mile) southeast of the project site (CalRecycle 2023). This facility is classified as a proposed large volume transfer/processing facility.

Oil and Gas Wells/Fields

According to a review of the DOC, Geologic Energy Management Division (CalGEM) online oil and gas well and field records, the project site is not located within an oil/gas field (CalGEM 2023). However, there is one oil/gas well located within 150 feet of the project site, a plugged dry hole well (API 0411105603) located west of the project site. Additionally, the Oxnard Oil Field is located approximately 1,300 feet (0.25 mile) east of the project site.

Hazardous Material Pipelines

According to a review of the United States Department of Transportation (U.S. DOT), Pipeline Hazardous Materials Safety Administration's online National Pipeline Mapping System database, one hazardous material pipeline is located adjacent to the project site (U.S. DOT 2023):

- One active natural gas pipeline located adjacent to the eastern terminus of the project site along East 5th Street at Diaz Avenue

Per- and Polyfluoroalkyl Substances

Beginning in 2019, the SWRCB issued letters to property owners of sites that may be potential sources of PFAS. These sites currently include select landfills, airports, chrome plating facilities, publicly-owned treatment works facilities, Department of Defense (DoD) sites, and bulk fuel storage terminals and refineries. The letters included a SWRCB Water Code Section 13267 Order (Investigative Order); an Investigative Order is a directive from the SWRCB to conduct on-site testing of groundwater and/or leachate. This does not mean that PFAS have been produced, used, or discharged at these sites. According to the SWRCB, "PFAS are a large group of human-made substances that do not occur naturally in the environment and are resistant to heat, water, and oil" (SWRCB 2023b). There are 57 known classes of PFAS comprising hundreds of individual PFAS compounds that were, or still are commercially produced. Only two PFAS compounds have undergone sufficient toxicological testing to have been assigned USEPA Health Advisory Levels: perfluorooctanoic acid (PFOA) and perfluorooctane sulfonate (PFOS). Other PFAS compounds are transformed into PFOA and PFOS in the environment (USEPA 2023).

According to a review of the California PFAS Investigations online map viewer, there are no current landfill, airport, chrome plating, publicly-owned treatment works, DoD, or bulk fuel storage terminal/refinery PFAS orders at any facilities listed as located within 1 mile of the project site (SWRCB 2023b). However, there are four Oxnard Water Department drinking water wells located

adjacent to the project site with orders for PFAS monitoring. According to the SWRCB GAMA Groundwater Information System, drinking water wells located adjacent to project site range in depths from 135 feet to 220 feet (SWRCB 2023c).

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed through compliance with standard regulatory requirements?

Project construction would temporarily increase the transport and use of hazardous materials in the project site through the operation of vehicles and equipment. Such substances include diesel fuel, oil, solvents, and other similar materials brought onto the construction site for use and storage during the construction period. These materials would be contained within vessels specifically engineered for safe storage and would not be transported, stored, or used in quantities that would pose a significant hazard to the public or construction workers themselves. Furthermore, project construction would require the excavation and transport of paving materials and soils which could possibly be contaminated by vehicle-related pollution (e.g., oil, gasoline, diesel, and other automotive chemicals). All such paving and soils removed during construction would be transported and disposed of in accordance with applicable codes and regulations to minimize potential hazards to construction workers or the surrounding community.

Project operation would involve the conveyance of wastewater and would not require a change in the use, storage, or disposal of hazardous materials from existing conditions. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?

The use, transport, and storage of hazardous materials during construction of the project (e.g., diesel fuel, oil, solvents, and other similar materials) could introduce the potential for an accidental spill or release to occur. As discussed under threshold (a), operation and maintenance of the project would not involve the routine transport, use, or disposal of hazardous materials. Therefore, potential impacts are limited to the construction period.

The presence of hazardous materials during project construction activities, including but not limited to ground-disturbing activities such as trenching and excavation, could result in an accidental upset or release of hazardous materials if they are not properly stored and secured. Hazardous materials used during project construction would be disposed of off-site in accordance with all applicable laws and regulations, including but not limited to California Building and Fire Codes, as well as regulations of the federal and state Occupational Safety and Health Administrations. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or involve handling hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?

The nearest school to the project site is Vista Real Charter High School, located 0.2 mile west of the project site on W. 4th Street. As discussed above, project construction may involve the temporary transport, storage, use, and disposal of hazardous materials. The management of hazardous materials is governed by several federal, state, and local regulations. Compliance with these laws and regulations would minimize impacts related to hazardous emissions or the handling of hazardous materials during construction near Vista Real Charter High School to a level of less-than-significant. In operation, the project would not require the transport, storage, use, or disposal of hazardous materials, and would not result in hazardous emissions. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or the environment?

A portion of the project site is listed as a Los Angeles RWQCB cleanup case; therefore, the project site is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5.

In addition to the project site being associated with a closed LUST release case, there are six adjacent known release sites. Five of these adjacent release sites are expected to impact the project site. Based on information obtained online from GeoTracker, there is potential for soil, groundwater, and/or soil vapor to be impacted with petroleum hydrocarbons (all ranges), VOCs, PCBs, and lead at the project site.

Furthermore, the project site has been developed with a railroad since at least 1947. Contaminants such as, but not limited to, petroleum hydrocarbons, polycyclic aromatic hydrocarbons (PAHs), pesticides, and metals are often associated with railroad use. Based on the known release sites associated with the subject property and adjacent properties, and the unknown impacts associated with the on-site railroad tracks there is potential for soil, groundwater, and soil vapor at the project site to be impacted with hazardous substances.

Construction Impacts

Groundwater at the project site has been measured at approximately 14 to 15 feet bgs; however, release sites in the vicinity of the project site have reported groundwater at depths as shallow as 7 feet bgs (SWRCB 2023). The maximum excavation depth during construction of the proposed project is anticipated to be 8 feet for the pipeline, and 30 feet for construction of the lift station. Therefore, groundwater may be encountered during construction activities at the project site.

With the known residual TPHd-impacted soil from the on-site release and unknown impacts to soil, soil vapor, and/or groundwater at the project site from the adjacent release sites, there is a potential for construction workers to be exposed to contaminants present in the former on-site release area, areas adjacent to current/former release sites, and along the railroad (e.g., TPH, PCBs, organochlorine pesticides [OCPs], VOCs, and lead) via dust, soil, soil vapor, and/or groundwater. Additionally, if off-site disposal of soils from the project site would occur during project construction, the soil may require special handling or disposal as a waste.

Consequently, the known and unknown contamination conditions at the project site could result in a potentially significant hazard to the public or the environment during construction (excavation and grading) at the project site. Implementation of Mitigation Measures HAZ-1 through HAZ-5 would reduce the construction impacts related to known and unknown hazardous substance releases to a less-than-significant level.

Operation Impacts

The risk of hazardous materials creating a significant hazard to the public or the environment would primarily occur during construction of the project when on-site contamination is disturbed. Once the project is operational, the contaminated media would mostly be removed or covered and would no longer pose a risk. Therefore, operation impacts would be less than significant.

Mitigation Measures

HAZ-1 Notify Regulatory Agency Case Manager of Onsite/Adjacent Release Cases

Because a portion of the project site is listed as within a closed LUST Site (Los Angeles RWQCB Case #C-13003) the City will need to notify the regulatory agency and case manager of the on-site release case. In addition to Los Angeles RWQCB Case #C-13003, the project site is located adjacent to five release sites listed on GeoTracker that are expected to impact the project site. Prior to construction activities at the project site, the City shall submit the documents listed below to the County of Ventura or Los Angeles RWQCB project manager for the five adjacent release sites and the subject property, as follows:

- Los Angeles RWQCB Case #C-1303 – subject property
- Ventura County Case #SR0019610
- Ventura County Case #0989A
- Ventura County Case #89105
- Ventura County Case #97033
- Los Angeles RWQCB Case #0989B

Prior to commencement of construction/grading activities at the project site, the City shall submit the following documents to the County of Ventura/Los Angeles RWQCB project managers of the on-site and adjacent release sites:

- Current development plan and any modifications to the development plan
- All environmental documents completed for the project, including this IS-MND
- All future environmental documents completed for the project

Upon submittal of the information above, the County of Ventura and/or the Los Angeles RWQCB may require actions such as:

- Development of subsurface investigation workplans;
- Completion of soil, soil vapor, and/or groundwater subsurface investigations;
- Installation of soil vapor or groundwater monitoring wells;
- Soil excavation and offsite disposal;

- Completion of human health risk assessments; and/or
- Completion of remediation reports or case closure documents.

Subsurface soil, soil vapor, and groundwater investigations, if required, shall be conducted in accordance with a sampling plan that shall be reviewed and approved by County of Ventura and/or the Los Angeles RWQCB.

Additionally, the Los Angeles RWQCB project manager may determine that RWQCB case #C-13003, or a new case number, shall be utilized for agency oversight of assessment and remediation of the project site through completion of construction (excavation and grading).[4]

HAZ-2 Subsurface Investigation

Prior to commencement of construction/grading activities at the project site, the City shall retain a qualified consultant (Professional Geologist [PG] or Professional Engineer [PE]) to conduct a subsurface investigation(s). The subsurface investigations may include, but are not limited to, sampling for the following chemicals of potential concern within the construction envelope/proposed soil/groundwater disturbance areas: OCPs/herbicides, PFAS, TPH (all ranges), metals, VOCs, semi-volatile organic compounds (SVOCs), PAHs, and/or PCBs.

As part of the subsurface investigations, analytical results shall be screened against ESLs for direct exposure of construction workers and commercial/industrial land uses. The subsurface investigation reports shall include measures to address identified hazards and indicate when to apply those measures in relation to project activities. Identified hazards shall include soil, groundwater, or soil vapor present within the construction envelope with chemical concentrations exceeding construction worker and/or commercial/industrial ESLs, and/or hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24) (see Mitigation Measure HAZ-4).

If contaminants are detected at the project site, appropriate steps shall be undertaken to protect site workers during project construction. This would include the preparation of a Site Management Plan (SMP) (see Mitigation Measure HAZ-3).

HAZ-3 Site Management Plan

Prior to commencement of construction/grading activities at the project site, the City shall retain a qualified consultant (PG or PE) to prepare a SMP for the project site. The SMP shall address:

- On-site handling and management of impacted soils, soil vapor, groundwater, or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered, and
- Specific actions to reduce hazards to construction workers and off-site receptors during the construction phase.

The SMP must establish remedial measures and soil, soil vapor, and groundwater management practices to ensure construction worker safety, the health of future workers, and prevent the off-site migration of contaminants from the project site. These measures and practices may include, but are not limited to:

[4] The County of Ventura and/or the Los Angeles RWQCB may determine the DTSC may be best suited to perform the cleanup oversight agency duties for the assessment and/or remediation of the project. Should the cleanup oversight agency be transferred from the County of Ventura and/or the Los Angeles RWQCB to the DTSC, this and other mitigation measures would still apply.

- Stockpile management, including stormwater pollution prevention and the installation of BMPs
- Air monitoring
- Collection of groundwater samples during dewatering
- Proper disposal procedures of contaminated materials
- Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities
- Monitoring and reporting
- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of project site construction activities with the requirements and procedures for employee protection
- The health and safety plan shall outline proper soil, soil vapor, and groundwater handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

The County of Ventura and/or the Los Angeles RWQCB shall review and approve the SMP prior to construction (excavation and grading) activities at the project site. The City shall review and approve the SMP prior to the start of grading and shall implement the SMP during construction at the project site.

HAZ-4 Remediation

Where impacted soil, groundwater, or soil vapor is encountered during construction, or identified during implementation of Mitigation Measure HAZ-2 (subsurface investigation) within the construction envelope at chemical concentrations exceeding construction worker and/or commercial/industrial ESLs and/or hazardous waste screening thresholds for contaminants in soil (CCR Title 22, Section 66261.24), the City shall retain a qualified consultant (PG or PE) to properly delineate, remove, and/or dispose of the contaminated soil and/or groundwater. The qualified consultant shall utilize the project site analytical results for waste characterization purposes prior to off-site transportation or disposal of potentially impacted soils or other impacted wastes. The qualified consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.

If impacted soil is identified during implementation of Mitigation Measure HAZ-2 (subsurface investigation), the County of Ventura and/or the Los Angeles RWQCB shall review and approve the disposal recommendations for regulated waste prior to transportation of impacted soils off-site, and review and approve remedial engineering controls prior to construction. If suspect impacted or known impacted soil is discovered during construction activities, the County of Ventura and/or the Los Angeles RWQCB shall conduct the same review and approval process.

Subsequently, the City shall review and implement the project site disposal recommendations for regulated waste prior to transportation of impacted soils off-site, and review and implement remedial engineering controls, prior to the start of grading.

HAZ-5 Disposal of Groundwater

If disposal of contaminated groundwater (decontamination water, purge water, dewatering, or underground structures [groundwater leakage into the final structure]) is generated during construction of the project, the Los Angeles RWQCB or the City shall be consulted to determine if the treated groundwater can be disposed of through one of their waste discharge permit options. Based on the concentrations of chemical constituents of contaminated groundwater, the Los Angeles RWQCB may require that an individual National Pollution Discharge Elimination System (NPDES) permit and/or waste discharge requirements be obtained for dewatering activities.

The groundwater discharge and disposal requirements vary by agency, location, concentration, and contaminants of concern and would therefore be developed in consultation with the City and the applicable agency.

Significance After Mitigation

Implementation of Mitigation Measures HAZ-1 through HAZ-5 during construction of the project would reduce potential hazardous material impacts at the project site below applicable thresholds of significance by ensuring additional investigation and remedial measures, transportation of impacted materials, and/or site management practices, thereby reducing potential impacts to construction worker safety and the health of future workers. Therefore, with implementation of these mitigation measures, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

e. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The County of Ventura, in coordination with other local jurisdictions, prepared the 2022 Update to the Ventura County Multi-Jurisdictional Hazard Mitigation Plan. The Oxnard annex of the Multi-Jurisdictional Hazard Mitigation Plan identifies major roadways that would connect to or serve as evacuation routes, including SR 34. Project pipeline installation would require partial temporary lane closures on E. 5th Street/SR 34 during installation of the new sewer pipeline. Construction areas would be separated with K-rail during pipeline installation. Construction of the gravity sewer would require the partial temporary closure of S. Hayes Avenue. Construction would occur in accordance with the City's encroachment permit which requires implementation of traffic control measures pursuant to the Caltrans Manual on Uniform Traffic Control Devices. Because construction of the project would require road closures, a traffic control plan is required to be implemented during construction mandating the construction contractor maintain access to all driveways, residences, and businesses (City of Oxnard 2023b). Once operational, the project would not result in additional vehicle trips or permanently alter existing roadways, driveways, or emergency access in the area. Therefore, the project would not result in inadequate emergency access and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

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

a. Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements?

The project would involve construction activities which could adversely impact water quality due to increased erosion and sedimentation resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids. The federal Clean Water Act requires compliance with the SWRCB's *NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit; Order No. 2009-0009-DWQ) for projects disturbing more than one acre of soil during construction, which is applicable to the proposed project. The City would be required to obtain coverage under the Construction General Permit prior to construction. Compliance with the NPDES Construction General Permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which includes project-specific erosion and sediment control BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, covering stockpiled soils, installation of silt fences and erosion control blankets, and proper handling and disposal of wastes. Construction of the project would also occur in compliance with City Municipal Code requirements which include prohibiting leaving trash or other discarded objects on site; maintaining structures within or adjacent to a storm drain system to prevent hazards to the storm drain system; and prohibiting the alteration or modification of a storm drain system without a permit.

If groundwater is encountered during excavation, dewatering would be required to perform subsurface construction activities in a dry condition. As discussed in Environmental Checklist Section 9, *Hazards and Hazardous Materials,* groundwater at the project site may be contaminated with hazardous substances. Any groundwater dewatering during excavation would be conducted in accordance with the *Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties* (Order No. R4-2018-0125) which would require testing and treatment, as necessary, of groundwater encountered during dewatering prior to release to the City's storm drain system (Los Angeles RWQCB 2018). Additionally, the project would involve implementation of mitigation measures HAZ-1 through HAZ-5, each of which outline methods of identifying, remediating, and minimizing impacts associated with contaminated groundwater. The Los Angeles RWQCB or the City shall be consulted to determine if the treated groundwater can be disposed of through one of their waste discharge permit options. Los Angeles RWQCB may require that an individual National Pollution Discharge Elimination System (NPDES) permit and/or waste discharge requirements be obtained for dewatering activities. Compliance with the NPDES, SWPPP, and City regulations would ensure BMPs are implemented during construction to minimize potential impacts to water quality standards or waste discharge or treatment requirements.

Upon completion of construction, the potential for unexpected leaks and/or breakages of existing infrastructure, which could affect water quality, would be reduced compared to existing conditions due to pipeline replacement and repair and installation of the new lift station. Therefore, operation of the project would not violate any water quality standards or waste discharge or treatment requirements. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The project site overlies the Santa Clara River Valley Basin, which is designated by the California Department of Water Resources (DWR) as a high priority basin and is under the management of the Fox Canyon Groundwater Management Agency (City of Oxnard 2021; DWR 2023a).

As discussed under threshold (a), it is possible dewatering activities could be required during construction. However, groundwater dewatering would be minimal and temporary, and would not substantially change the groundwater level on the project site or interfere with groundwater recharge. Construction of the pipeline and gravity sewer would not increase the amount of impervious surfaces at the project site because the pipeline and gravity sewer would be installed underground. The rehabilitation of the existing pipeline north of Richmond Avenue would not result in additional impervious surfaces. The proposed lift station would be developed within an existing parking lot which has been previously paved and would incrementally increase the amount of impervious surface by approximately 0.05-acre. The parking lot itself is impervious and surrounded by impervious surfaces such that an increase of 0.05-acre in impervious surfaces does not represent a substantial increase beyond existing conditions. As discussed in Environmental Checklist Section 18, *Utilities and Service Systems,* the City's Urban Water Management Plan anticipates the City will be able to manage its water supply portfolio to provide adequate water to meet demand through the year 2045, in compliance with Fox Canyon Groundwater Management Agency requirements (City of Oxnard 2021). The project operation would not require on-site pumping of groundwater; therefore, the project would not impact production rates or groundwater levels of pre-existing nearby wells. The project would require temporary and minimal use of water during construction for dust suppression activities but would not result in a long-term increase in water demand because no structures that would directly or indirectly induce growth in Oxnard would be constructed. Therefore, the project would result in a less than significant impact to groundwater supplies and groundwater recharge.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?

Construction of the pipeline and gravity sewer would not increase the amount of impervious surfaces along the proposed alignments because these components would be installed underground. The rehabilitation of the existing pipeline north of Richmond Avenue would not result in additional impervious surfaces. Therefore, these features would not alter the existing drainage pattern compared to existing conditions.

Construction of the lift station would incrementally increase the amount of impervious surfaces located within the existing Oxnard Transportation Center parking lot by approximately 0.05-acre. This increase of impervious surfaces would incrementally increase runoff flows in the area; however, it would not result in substantial alteration of the existing drainage pattern of the area because the surrounding area is already developed and contains impervious surfaces. Therefore, the minimal addition of impervious surfaces would not cause a substantial increase in stormwater

runoff flows such that the capacity of surrounding stormwater drainage systems would be exceeded. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

e. Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?

The project site is not located within a 100-year flood hazard zone as delineated by the Federal Emergency Management Agency (FEMA) (FEMA 2010). In addition, the City does not identify the project site as an area of flood risk (City of Oxnard 2022a). The project would not place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, the proposed project would not impede or redirect flood flows. No impact related to flooding would occur.

NO IMPACT

f. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project site is not located within a 100-year flood hazard zone and therefore the project site is not at risk from inundation from flooding during a storm event. However, several dams, including the Santa Felicia Dam, the Castaic Lake Dam, and the Pyramid Lake Dam, are located at least 35 miles east and northeast of Oxnard (City of Oxnard 2006). The entire city of Oxnard, including the project site, is located in a Dam Inundation Zone (City of Oxnard 2006). However, according to the Oxnard General Plan Background Report, the potential for dam failure is low as all dams have been constructed to the specifications set forth by state and federal agencies (City of Oxnard 2006). In addition, DWR inspects dams on an annual basis to identify any issues and ensure the continued safety of a dam's operation (DWR 2023b). The project does not include any features which would preclude the routine inspection of dams or otherwise increase the risk for dam failure and inundation. Although people would be present on the project site during construction and for routine maintenance checks during operation, the project would not expose new people to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam as the entirety of Oxnard is within a Dam inundation Zone. Therefore, impacts related to exposure of people or structures to risk of loss, injury, or death from flooding would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?

There are no large bodies of water near the project site which would provide conditions for potential inundation by seiche. The project site is approximately 3 miles east of the Channel Islands Harbor which is the nearest area to the project site which could be affected by seiche (City of Oxnard 2006). The project site is approximately 3 miles east of the nearest tsunami hazard area and thus would not be at a substantial risk related tsunami (DOC 2022). The project site is flat and does not have steep topography conducive to conditions for mudflow to occur. Therefore, the proposed

project would not be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow. No impact would occur.

NO IMPACT

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11 Land Use and Planning

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

a. Would the project conflict with an applicable land use plan, policy, or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?

The project site is zoned as Heavy Manufacturing, which permits public service uses. The project would be constructed in accordance with 2030 General Plan policies and Municipal Code requirements. The environmental impacts of the project are evaluated throughout this IS-MND, and all impacts would be reduced to a less-than-significant level with adherence to applicable regulations and/or incorporation of mitigation measures. Therefore, the project would have no impact related to conflicts with an applicable land use plan, policy, or regulation of the City adopted for the purpose of avoiding or mitigating a significant environmental effect.

NO IMPACT

b. Would the project involve land uses that are not allowed under an applicable airport land use compatibility plan?

The project site is located approximately 1.1 miles east of Oxnard Airport. The project site is located outside of the airport's sphere of influence which, pursuant to Section 16-292 of the City's Municipal Code, is bounded to the east by B Street, approximately 0.25-mile west of the project site. Accordingly, the project is not subject to development of an aircraft hazard and land use risk assessment or review by the Oxnard Airport Authority, pursuant to Section 16-294 of the City's Municipal Code. The project site is approximately 6 miles northwest of the airport landing strip on the Naval Base Ventura County (NBVC) Point Mugu. The project site is within the 500-foot airfield

imaginary surface[5] but is not within the flight path for the NBVC Point Mugu (NBVC 2015). The project does not include the construction of buildings or other structures that could interfere with flight patterns. As stated in Section 1, *Aesthetics and Urban Design*, lighting use would be minimal during construction as nighttime construction is not required. Once operational, the new or repaired sewer pipelines would be located entirely underground, and the aboveground features of the proposed lift station structure would not include exterior lighting or be coated with reflective materials that would generate substantial glare. Thus, the project would not interfere with airport safety standards due to incompatible lighting. Therefore, the proposed project would not be subject to land use restrictions under an applicable airport land use compatibility plan. No impact would occur.

NO IMPACT

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site is not located within an area subject to a habitat conservation plan or natural community conservation plan (CDFW 2019). Therefore, no impact would occur.

NO IMPACT

d. Would the project physically divide an established community?

The project involves the installation and operation of a new sewer pipeline, a new gravity sewer, a new sewer lift station, and replacement of a collapsed portion of the City's CTS. The project does not involve the demolition of existing housing or other features that could physically divide an established community. Therefore, no impact would occur.

NO IMPACT

[5] The Federal Aviation Administration has identified certain imaginary surfaces around runways to determine how structures and facilities are evaluated for creating vertical obstructions around an active airfield. The imaginary surfaces of an active runway are used to define the required airspace that must remain free of vertical obstructions in the vicinity of aviation operations to ensure safe flight operations.

12 Mineral Resources

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

a. Would the project result in the loss of availability of a known mineral resource of value to the region or state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan or other adopted land use plan?

According to the DOC and the City's General Plan Background Report, the project site is within Mineral Resources Zone-3a (MRZ) which indicates an area containing mineral deposits of undetermined significance (City of Oxnard 2006; DOC 1981). The project site and surrounding areas have been previously built-out and consist of existing commercial uses, industrial uses, and rights-of-way. There are no existing mineral extraction activities that occur within or in the vicinity of the project site. The project includes construction of a sewer pipeline underlying an existing railroad, parking lot, and street. Thus, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. No impact would occur.

NO IMPACT

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13 Noise

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

Noise Background

Sound

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an

adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA; dividing the energy in half would result in a 3 dBA decrease. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud.

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time.

The City of Oxnard CEQA Guidelines (City of Oxnard 2017b) define noise sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Noise sensitive receptors near the project site include residences on 3rd Street approximately 430 feet northeast of the proposed pipeline alignment on 3rd Street, residences on Meta Street approximately 440 feet southwest of the proposed lift station, Iglesia Para Las Naciones church approximately 600 feet east of the proposed pipeline alignment on 3rd Street, and Vista Real Charter High School approximately 0.2 mile west of the proposed pipeline alignment adjacent to the railroad.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration sensitive receptors are similar to noise sensitive receptors, including residences and institutional uses such as schools, churches, and hospitals. However, vibration sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment. Vibration sensitive receptors near the site include structures adjacent to the proposed gravity sewer location, including the City of Oxnard Water Services buildings.

Ambient Noise Levels

The primary noise source in the immediate vicinity of the project site is vehicular traffic on 3rd Street and 5th Street. To determine the average ambient noise levels at nearby sensitive receptors, Rincon collected two 15-minute noise measurements using an ANSI Type II integrating sound level meter (Appendix E). These noise measurements were taken between 10:53 a.m. and 11:08 a.m., and 11:20 a.m. and 11:35 a.m., respectively, on June 8, 2023. Figure 4 shows the noise

measurement locations and Table 8 summarizes the results of sound level monitoring. As shown I in Table 8, the 15-minute ambient sound level at the project site ranges between approximately 61 and 65 L_{eq}.

Table 8 Sound Level Monitoring Results

Measurement Location	Sample Time	Primary Noise Source	Approximate Distance to Primary Noise Source (feet)	15 Min Leq (dBA)	Lmin (dBA)	Lmax (dBA)
ST-1	11:20 a.m.-11:35 a.m.	Traffic on 3rd Street	85	61.5	46.3	74.3
ST-2	10:53 a.m.-11:08 a.m.	Traffic on 5th Street	100	65.4	54.8	85.7

Source: Appendix E

Significance Thresholds

Construction Noise

As stated in the Oxnard CEQA Guidelines (2017), activities associated with construction are exempt from specific quantitative noise limitations in the City Noise Ordinance but are restricted to the hours between 7:00 a.m. and 6:00 p.m. on weekdays and Saturdays pursuant to the City's Municipal Code Section 7-188(D). Although construction-related noise impacts would normally be less than significant if construction activity occurs within the timing restrictions specified in the Noise Ordinance, for purposes of this analysis, the FTA Transit Noise and Vibration Impact Assessment (2018) criteria will be used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period.

Vibration

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as, vibratory compaction or excavation, are based on information contained in the 2018 FTA *Transit Noise and Vibration Impact Assessment Manual*. FTA vibration thresholds are summarized below in Table 9.

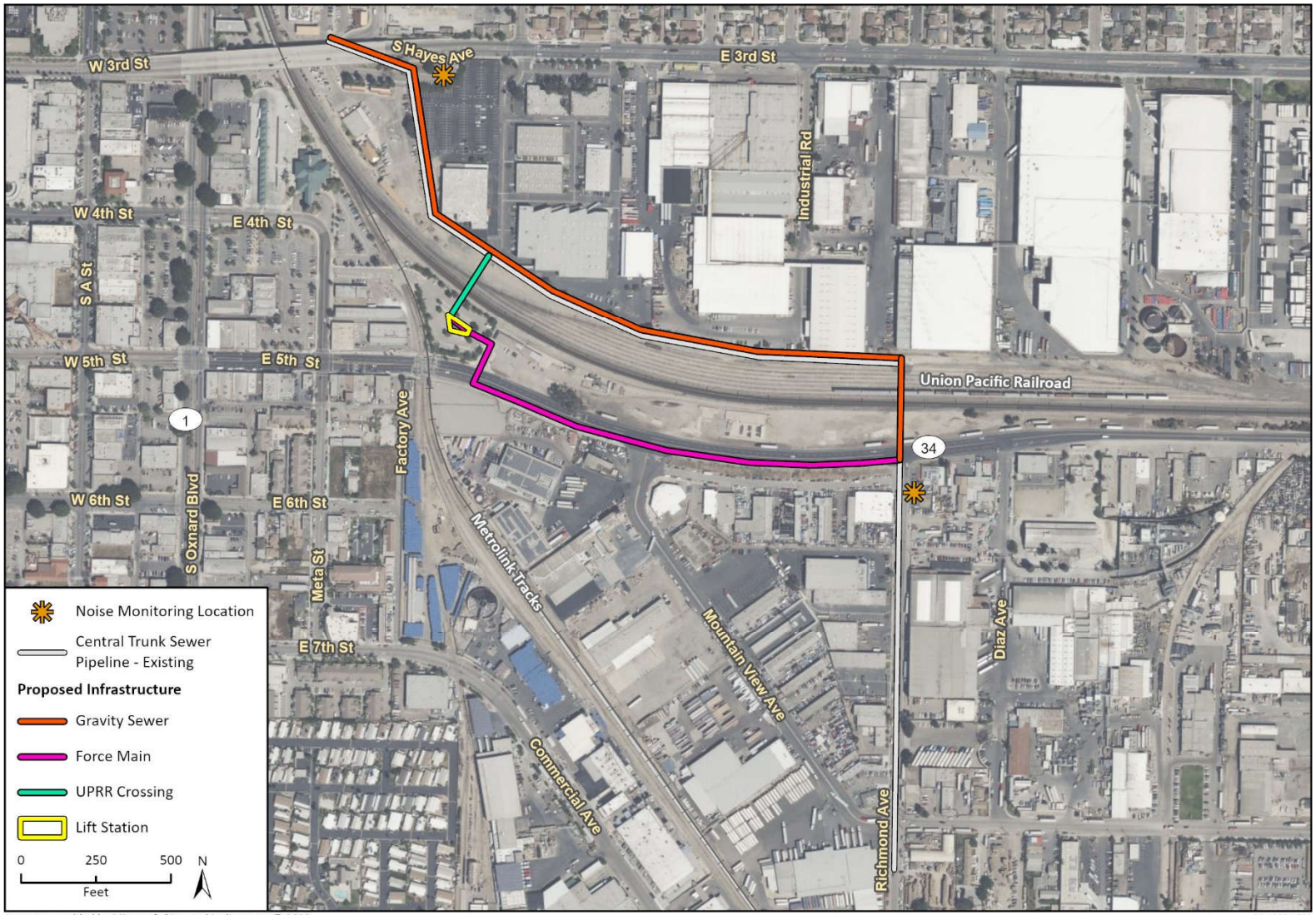
Table 9 Groundborne Vibration Architectural Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

in/sec = inches per second; PPV = peak particle velocity

Source: FTA 2018

Figure 4 Noise Monitoring Locations



Based on FTA recommendations, limiting vibration levels to below 0.2 peak particle velocity (PPV) inches per second at residential structures would prevent structural damage regardless of building construction type (FTA 2018).

a. Would the project generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?

c. Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?

Construction

Over the course of a typical construction day, construction equipment would be located as close as 430 feet to the nearest single-family residential sensitive receptor but would typically be located at an average distance further away due to the nature of construction where equipment is mobile throughout the site during the day. Table 10, identifies the estimated noise levels at the closest sensitive receptors from the center of the specific phase based on the conservatively assumed combined use of all construction equipment during each phase of construction.

Table 10 Estimated Noise Levels by Construction Phase

	Sound Level at Sensitive Receiver (1 hour Leq dBA)				
Construction Phase	**RCNM Reference Noise Level[1]**	**Multi-Family Residences to the West**	**Single-Family Residences to the North**	**Vista Real Charter High School**	**Iglesia Para Las Naciones Church**
Distance in feet	**50**	**440**	**960**	**1,250**	**1,030**
Jack & Bore	83	64	57	55	56
Lift Station Preparation	83	64	57	55	56
Distance in feet	**50**	**1,150**	**430**	**1,220**	**600**
Open Cut Excavation	88	60	69	60	66

[1] RCNM reference noise levels are noise levels generated during each construction phase measured from a point 50 feet from the location of the construction phase. These reference noise levels are then used to calculate noise levels from the construction phase at a distance greater than 50 feet from the construction phase.

Source: Roadway Construction Noise Model (RCNM). See Appendix D for modeling outputs.

As shown in Table 10 construction noise could be as high as approximately 69 dBA L_{eq} during open cut excavation, which would occur approximately 430 feet from the nearest single-family residential sensitive receptor located east of the pipeline construction project area. Construction noise would be less than 69 dBA L_{eq} at all other sensitive receptors during construction of the project. Construction would occur between the hours of 7:00 a.m. and 4:00 p.m. on weekdays, pursuant to the City's Municipal Code Section 7-188(D). According to the City of Oxnard CEQA Guidelines, when construction occurs within 500 feet of a noise sensitive use, noise minimization measures are prudent. Therefore, if uncontrolled, project construction noise would be considered significant. Implementation of Mitigation Measure NOI-1 would reduce this impact to a level of less-than-significant.

Operation

In operation, the new sewer pipeline would not generate noise. Additionally, the lift station would be located primarily belowground, and would not generate a substantial amount of noise. Operational noise impacts would be less than significant.

Mitigation Measures

NOI-1 Construction Noise Reduction Plan

- The construction contractor shall prepare and implement a Construction Noise Control Plan. The construction contractor shall submit the Construction Noise Control Plan to the City of Oxnard Public Works Department for review and approval prior to initiation of construction. The details of the Construction Noise Control Plan shall be included as part of the permit application drawing set and as part of the construction drawing set. The Construction Noise Control Plan shall include the following measures:
  - At least 21 days prior to the start of construction activities, all off-site businesses and residents within 500 feet of the project site shall be notified of the planned construction activities. The notification shall include a brief description of the project, the activities that would occur, the hours when construction would occur, and the construction period's overall duration. The notification shall include the telephone numbers of the City's and contractor's authorized representatives assigned to respond in the event of a noise or vibration complaint.
  - At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, the representative shall investigate, take appropriate corrective action, and report the action to the City.
  - During the entire active construction period, equipment, tools, and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). During the entire active construction period, stationary noise sources shall be located as far from sensitive receivers as feasible, muffled, and enclosed within temporary sheds or insulation barriers, or other measures for equivalent noise reduction will be incorporated.
  - The contractor shall be required to use impact tools that are hydraulically or electrically powered wherever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
  - Stockpiling of materials shall be located as far as feasible from nearby noise-sensitive receptors.
  - Signs shall be posted at the job site entrance(s) to reinforce the prohibition of unnecessary engine idling. All equipment shall be turned off if not in use for more than five minutes.
  - Use of stereos and other amplified noise not necessary for the completion of construction work shall be prohibited.

- During the entire active construction period, the use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only. The construction manager shall ensure the use of use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with safety requirements and laws.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1 would entail several noise reduction measures, including use of mufflers and shielding to minimize construction noise. With implementation of Mitigation Measure NOI-1 project construction noise would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?

Based on FTA recommendations, limiting vibration levels to below 0.2 PPV inches per second at residential structures would prevent structural damage regardless of building construction type (FTA 2018).

For the purposes of this analysis, structures located approximately 30 feet from the proposed gravity sewer where open cut excavation would be utilized are evaluated, including the City of Oxnard Water Services Disinfection Facility building and industrial buildings adjacent to the railroad. Table 11 shows groundborne vibration levels of construction equipment that would be used for project construction.

Table 11 Groundborne Vibration Levels

Equipment	Approximate Vibration Level (in/sec PPV) at 30 feet
Vibratory Roller	0.160
Large Bulldozer	0.068
Loaded Truck	0.058
Small Bulldozer	0.002

Source: FTA 2018; Appendix E

As shown in Table 11, at 30 feet, the construction equipment would not result in groundborne vibrations exceeding 0.2 PPV. Therefore, construction vibration impacts would be less than significant.

Operation of the project would not include substantial sources of vibration. Therefore, operation of the project would have no impact on exposure to excessive groundborne vibration or groundborne noise levels.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?

Operational Mechanical Equipment

On-site noise sources would include mechanical equipment, specifically the project's new lift station and surrounding mechanical equipment. To analyze noise impacts from the lift station and accompanying mechanical equipment, a reference noise level measured for a 100-horsepower pump on a water treatment plant was used (Padre Dam Municipal Water District 2015). This 100-horsepower pump had a sound power level of 93.2 dBA L_{eq} which is equivalent to a sound pressure level (SPL) of 85.2 dBA $L_{eq.}$ The lift station would be beneath subgrade, in a fully enclosed concrete structure that would provide noise attenuation. The pump would be operational 24 hours per day, 365 days per year. Propagation of modeled stationary noise sources was based on ISO Standard 9613-2, "Attenuation of Sound during Propagation Outdoors, Part 2: General Method of Calculation." The assessment methodology assumes all receivers would be downwind of stationary sources. This is a worst-case assumption for total noise impacts since only some receivers would be downwind at any one time.

Noise from the mechanical equipment was assumed to be attenuated by at least 35 dBA from source to outside of its structure enclosure due to being underground and enclosed in a concrete structure (Federal Highway Administration [FHWA] 2011). This is a conservative assumption because the FHWA report described a 35-dBA reduction with double glazed windows, whereas the project's structure would have no windows.[6] With this reduction and the distance attenuation over approximately 440 feet to the nearest sensitive receiver (residences to the west), the proposed lift station would produce a noise level of 31.3 dBA L_{eq} at the nearest sensitive receiver. This would be well below the daytime and nighttime noise limits for residential land uses of 55 dBA and 50 dBA, respectively (City of Oxnard 2017b). Other project equipment, such as the lift station components, standby generator, transformer, odor control unit and various smaller equipment would not measurably increase noise levels and would not be perceivable over a 100-horsepower pump. Therefore, operational mechanical equipment noise impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the area to excessive noise levels?

The project site is approximately 6 miles northwest of the airport landing strip on NBVC Point Mugu. The project site is located approximately 1.1 miles east of Oxnard Airport, which is outside of the Oxnard Airport's noise exposure contours (City of Oxnard 2004). Therefore, the project would not expose people working in the area to excessive noise levels. No impact would occur.

NO IMPACT

[6] Windows allow for more noise to pass through compared to a masonry wall.

f. Would the project expose non-human species to excessive noise?

The project site is a disturbed area with minimal vegetation that does not provide substantial suitable habitat for wildlife. However, trees within and surrounding Potential Laydown Yard 2 provide habitat for nesting birds. Construction of the project may indirectly impact nesting birds through construction noise and other human disturbances that may cause a nest to fail. Therefore, non-human species could be exposed to excessive noise generated by the project, which is considered potentially significant.

Following the completion of construction, noise from operation of the project would be minimal and would not cause significant long-term permanent noise impacts.

Mitigation Measures

Implement Mitigation Measure BIO-1.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1 would reduce impacts to a less-than-significant level by requiring pre-construction surveys and establishment of buffer zones to minimize construction noise impacts on nesting birds.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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14 Population, Education, and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?	☐	☐	☐	■
b. Induce substantial growth on the project site or surrounding area, resulting in one or more significant environmental effects?	☐	☐	☐	■
c. Result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	■
d. Result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	■
e. Cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	☐	☐	☐	■
f. Directly or indirect interfere with the operation of an existing or planned school?	☐	☐	☐	■

a. Would the project involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?

The project would not involve a General Plan amendment. Therefore, no impact would occur.

NO IMPACT

b. Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant environmental effects?

The project involves the installation and operation of a new sewer pipeline, a new gravity sewer, a new sewer lift station, and replacement of a collapsed portion of the City's CTS. No direct growth would occur as a result of the project because the project does not propose the introduction of new residences, businesses, or other land uses which would generate population growth. The project would not allow development of land which previously could not be developed due to wastewater service constraints and upon completion of construction the project would not require new operations and maintenance activities beyond existing City sewer operations. Therefore, the project would not induce substantial growth on the project site or surrounding area. No impact would occur.

NO IMPACT

c. Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?

d. Would the project result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?

The project does not involve the demolition, conversion, or other means of reduction of housing which may necessitate the development of replacement housing. Therefore, no impact would occur.

NO IMPACT

e. Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?

The project would not construct residences or otherwise induce population growth that could cause an increase in enrollment at local public schools. Therefore, no impact would occur.

NO IMPACT

f. Would the project directly or indirectly interfere with the operation of an existing or planned school?

There are no schools located at the project site. Vista Real Charter High School is located approximately 0.2 mile west of the project site. Construction and operation of the project would not require any reorganization of students or classrooms, revisions to the school calendar, or other actions which would create temporary or permanent impacts. Therefore, no impact would occur.

NO IMPACT

15 Public Services and Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☐	■
b. Increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☐	■
c. Increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	☐	☐	☐	■
d. Increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	■

a. Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?

b. Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?

c. Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?

d. Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

The project involves the installation and operation of a new sewer pipeline, a new gravity sewer, a new sewer lift station, and replacement of a collapsed portion of the City's CTS. The project would not introduce new infrastructure, such as residences or businesses, requiring additional fire or police protection services. As described in Section 14, *Population, Education, and Housing,* the project does not include development of infrastructure that would directly or indirectly increase the population of Oxnard; therefore, the project would not necessitate new or expanded park facilities or result in substantial physical deterioration of existing library or other community facilities. No impacts would occur.

NO IMPACT

16 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	■
b. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	■	☐
e. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■

a. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3(b) identifies criteria for evaluating transportation impacts. Specifically, the guidelines state VMT exceeding an applicable threshold of significance may indicate a significant impact. According to Section 15064.3(b)(3) of the CEQA Guidelines, a lead agency may include a qualitative analysis of operational and construction traffic.

A VMT calculation is typically conducted for long-range planning purposes. While the project would temporarily increase traffic on local roadways due to the presence of construction vehicles and equipment, increases in VMT from construction would be short-term, minimal, and temporary. Upon completion of construction, the project would not require new operations and maintenance activities beyond existing City sewer operations and would not result in additional vehicle trips to the project site beyond existing conditions. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). No impact would occur.

NO IMPACT

b. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The project site is located approximately 1.1 miles east of Oxnard Airport. The project site is located outside of the airport's sphere of influence which, pursuant to Section 16-292 of the City's Municipal Code, is bounded to the east by B Street, approximately 0.25 mile west of the project site. Because the project site is not within the airport sphere of influence, the project would not interfere with air traffic from Oxnard Airport.

The project site is approximately 6 miles northwest of the airport landing strip on the NBVC Point Mugu. The project site is within the 500-foot airfield imaginary surface[7] but is not within the flight path for NBVC Point Mugu (NBVC 2015). The project does not include the construction of buildings or other structures that could interfere with air traffic patterns. As stated in Section 1, *Aesthetics and Urban Design,* lighting use would be minimal during construction as nighttime construction is not required. Once operational, the new or repaired sewer pipelines would be located entirely underground, and the proposed lift station structure would not include exterior lighting or be coated with reflective materials that would generate substantial glare. Thus, the project would not interfere with air traffic due to incompatible lighting. In addition, the project does not include a helicopter landing pad or other structure which would generate new air traffic. Therefore, the project would not result in a change in air traffic patterns. No impact would occur.

NO IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project would not involve the construction of new roads or reconfiguration of existing roadways or intersections that could result in a substantial increase in traffic hazards due to a geometric design feature. The project involves the installation and operation of a new sewer pipeline, a new gravity sewer, a new sewer lift station, and replacement of a collapsed portion of the City's CTS, which is consistent with existing development at the project site and would not introduce incompatible uses, such as farm equipment, onto roadways. Therefore, no impact would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

Construction equipment would be staged outside of roadways; however, pipeline installation would require partial temporary lane closures on E. 5th Street during installation of the new sewer pipeline. Construction areas would be separated with K-rail during pipeline installation. Construction of the brine pine would require the partial temporary closure of S. Hayes Avenue. Construction would occur in accordance with the City's encroachment permit which requires implementation of traffic control measures pursuant to the Caltrans Manual on Uniform Traffic Control Devices. Because construction of the project would require road closures, a traffic control plan is required to be implemented during construction which mandates the construction contractor maintain access to all driveways, residences, and businesses (City of Oxnard 2023b). Once operational, the project would not result in additional vehicle trips or permanently alter existing roadways, driveways, or

[7] The Federal Aviation Administration has identified certain imaginary surfaces around runways to determine how structures and facilities are evaluated for creating vertical obstructions around an active airfield. The imaginary surfaces of an active runway are used to define the required airspace that must remain free of vertical obstructions in the vicinity of aviation operations to ensure safe flight operations.

emergency access in the area. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project involves the installation and operation of a new sewer pipeline, a new gravity sewer, a new sewer lift station, and replacement of a collapsed portion of the City's CTS which would not conflict with the City's adopted policies, plans, or programs supporting alternative transportation. Project components would not impede the use of existing alternative transportation infrastructure or preclude implementation of future alternative transportation infrastructure at the project site. The project would not require new operations and maintenance activities beyond existing City sewer operations; therefore, project operation would not result in additional vehicle use inconsistent with the City's adopted policies, plans, or programs supporting alternative transportation. No impact would occur.

NO IMPACT

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17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☐	■
b. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	■

Assembly Bill 52

AB 52 of 2015 expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 states "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A-B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the CRHR or in a local register of historical resources as defined in PRC Section 5020.1(k); or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project."

Native American tribes to be included in the process are those having requested notice of projects proposed in the jurisdiction of the lead agency.

Native American Outreach

Rincon contacted the NAHC on May 26, 2023, to request a SLF search. The NAHC responded to Rincon's request on June 21, 2023, stating the SLF search results were negative. Pursuant to AB 52, the City of Oxnard sent consultation letters to two representatives of the Barbareño/Ventureño Band of Mission Indians on June 29, 2023. The City did not receive responses, and the AB 52 consultation window closed on July 29, 2023.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

As discussed in Environmental Checklist Section 6, *Cultural Resources,* no tribal cultural resources were identified within or immediately adjacent to the APE during the records search, Native American outreach, local historical group outreach, or field survey. Additionally, the City did not receive responses from Native American tribes contacted pursuant to AB 52, and assumes that there are no known tribal cultural resources within the project site. Therefore, no tribal cultural resources are located within the project site, and the project would not cause a substantial adverse change in the significance of a tribal cultural resource. There would be no impact.

NO IMPACT

18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	☐	☐	☐	■
b. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?	☐	☐	☐	■
c. Generate solid waste that would exceed the permitted capacity of a landfill serving the City?	☐	☐	■	☐
d. Conflict with federal, state, or local statues or regulations related to solid waste?	☐	☐	■	☐

a. Would the project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?

As described in the City's Urban Water Management Plan, the City anticipates being able to provide adequate water supplies to meet demand by 2045 (City of Oxnard 2021). During construction, the project would require the temporary and minimal use of water during construction for dust suppression activities in areas of the project site where ground-disturbing activities would occur. During operation, the project would not increase the demand for water because no structures that would directly or indirectly induce growth in Oxnard would be constructed. Accordingly, the project would not require new or expanded water supply entitlements not anticipated in the City's 2020 Urban Water Management Plan. No impact would occur.

NO IMPACT

b. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?

The project involves the installation and operation of a new sewer pipeline, a new gravity sewer, a new sewer lift station, and replacement of a collapsed portion of the City's CTS, the environmental impacts of which are analyzed throughout this document. The project would not induce population growth or otherwise necessitate the installation of additional wastewater conveyance or treatment capacity. No impact would occur.

NO IMPACT

c. Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the City?

d. Would the project conflict with federal, state, or local statues or regulations related to solid waste?

Project construction activities may temporarily generate solid waste, including soils and construction waste, which would be disposed of in accordance with all applicable federal, state, and local statutes and regulations. Solid waste generated during construction, totaling approximately 2,085 CY is anticipated to be disposed of at Del Norte Recycling Center, or another landfill selected by the construction contractor. Del Norte Recycling Center has a maximum permitted throughput of 2,779 tons per day (CalRecycle 2023a). Landfills in proximity to the project site include the Toland Road Landfill and the Simi Valley Landfill and Recycling Center. The Toland Road Landfill has a capacity of approximately 16,068,864 CY and a maximum permitted throughput of 2,864 tons per day of solid waste (CalRecycle 2023b). Simi Valley Landfill and Recycling Center has a remaining capacity of approximately 82,954,873 CY and a maximum permitted throughput of 9,250 tons per day of solid waste (CalRecycle 2023c). Due to the temporary nature of construction and minimal amount of construction waste anticipated to require disposal, the project would not generate quantities of solid waste that would account for a substantial percentage of the total daily regional permitted capacity available at the Toland Road Landfill or Simi Valley Landfill and Recycling Center. Furthermore, at least 50 percent of solid waste would be diverted from disposal in landfills, pursuant to AB 939. Once operational, the project would not generate solid waste. Therefore, solid waste generated during construction activities would not exceed the available capacity of the landfills serving Oxnard. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

19 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

According to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire Hazard Severity Zone Viewer, the project site is not within a State Responsibility Area or Very High Fire Hazard Severity Zone. The nearest State Responsibility Area and Very High Fire Hazard Severity Zone are located approximately 6.5 miles northeast of the project site, separated by existing development (CAL FIRE 2023). Because the project site is not located within an area with high wildfire risk, no impact would occur.

NO IMPACT

20 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	■
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The project is limited to activities that would occur at the project site, which is developed with existing industrial uses, commercial uses, and rights-of-way. The project is local and does not include large-scale activities that would pose a substantial threat to species populations. Therefore, the project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. No impact would occur.

No cultural resources were identified within or immediately adjacent to the APE during the records search, Native American outreach, local historical group outreach, or pedestrian survey undertaken as part of the Historic Property Inventory Report. There is a low potential to encounter archaeological resources at the project site and the proposed project would implement the standard procedures for evaluation, consultation, avoidance, and data recovery of unanticipated archaeological resources, if discovered during construction. Because no important examples of the major periods of California history or prehistory are known to be present at the project site, the proposed project would not eliminate important examples of the major periods of California history or prehistory. No impact would occur.

NO IMPACT

b. 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)?

As described in the discussions of Sections 1 through 19, with respect to all environmental issues, the proposed project would either have no impact, a less than significant impact, or impacts would be reduced to a less-than-significant level with implementation of required mitigation. Cumulatively considerable impacts could occur if the construction or operation of other projects coincide with the project, such that similar impacts of multiple projects combine to expose a resource to greater levels of impacts than what would occur with the project alone. The project would have no impact on scenic vistas or visual character, farmland, forest land, historical resources, flood flows, land use, mineral resources, loss of housing, public services, VMT, and wildfire. Thus, the project would not contribute to cumulative impacts to these resource topics. In addition, certain resource areas (e.g., geology and soils, hazards and hazardous materials) are by their nature specific to a project location such that impacts at one location do not add to impacts at other locations, and therefore would not result in cumulative impacts.

Cumulative development in Oxnard would comply with the NPDES Construction General Permit and City stormwater control requirements, which would minimize cumulative impacts to hydrology and water quality.

GHG emissions are cumulative in nature, as incremental contributions of GHG emissions from individual projects contribute to the cumulative total GHG emissions in the atmosphere. However, the project would not exceed the SCAQMD threshold of 3,000 MT of CO_2e per year; therefore, the project would not have a considerable contribution to cumulative impacts related to GHG emissions.

Cumulative development in the vicinity of the project site includes the UPRR Mod Office project located approximately 170 feet south of the project site, the Central Terrace Apartments and Aspire Apartments projects located approximately 485 feet southwest of the project site, and the 5th Street Banquet Hall project located approximately 1,000 feet west of the project site (City of Oxnard 2023c). Cumulative construction air pollutant emissions and noise could occur due to overlapping construction schedules. The project includes Mitigation Measures AQ-1 and NOI-1 to reduce impacts to sensitive receptors from construction equipment emissions and construction noise by requiring heavy-duty diesel-powered construction equipment greater than 75 horsepower to be equipped with Tier 4 Final or better diesel engines and implementing a Construction Noise Control Plan. Therefore, the proposed project would not have a cumulatively considerable contribution to cumulative construction air quality or noise impacts.

The project site does not contain suitable habitat for wildlife except for nesting birds, which could inhabit trees within the project site. Cumulative impacts to nesting birds could occur due to tree removal. The project would incorporate Mitigation Measure BIO-1 to avoid the potential to impact nesting bird species. As a result, the project would not have a cumulatively considerable contribution to nesting birds or other special status species.

The project could impact unknown archeological and/or paleontological resources. Other cumulative development projects could also result in impacts to archaeological and paleontological resources if, during ground disturbing activities, these resources were disturbed or destroyed. The project would implement Mitigation Measures CR-1, CR-2, and CR-3 would set procedures for the unanticipated discovery of archaeological and/or paleontological resources, including evaluation, consultation with Native American representatives, avoidance, and data recovery. Implementation of Mitigation Measures CR-1, CR-2, and CR-3 would ensure the project would not have a considerable contribution to cumulative impacts on archeological or paleontological resources.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Adverse effects on human beings are typically associated with air quality, hazards and hazardous materials, and noise impacts. These impacts are addressed in Section 3, *Air Quality*, Section 9, *Hazards and Hazardous Materials*, and Section 13, *Noise*. As discussed in detail in these sections, the project would implement Mitigation Measures AQ-1, HAZ-1 through HAZ-5, and NOI-1. With incorporation of these mitigation measures, the project would have a less than significant impact on human beings.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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2 Federal Cross-Cutting Environmental Regulations Evaluation

The project may be partially funded with a loan through the CWSRF Loan Program, which is administered in California by the SWRCB on behalf of the USEPA. Therefore, to assist in compliance with the federal environmental requirements for the funding program, this document includes analysis pertinent to several federal cross-cutting regulations (also referred to as federal cross-cutters or CEQA-Plus). The basic rules for complying with cross-cutting federal authorities under this program are set-out in the CWSRF regulations at 40 Code of Federal Regulations (CFR) Section 35.3145.

This section describes the project's status of compliance with relevant federal laws, executive orders, and policies, and any consultation that has occurred to date or will occur in the near future. The topics are based in part on the SWRCB's CWSRF Program Evaluation Form for Environmental Review and Federal Coordination.

2.1 Federal Endangered Species Act

Section 7 of the federal Endangered Species Act requires federal agencies, in consultation with the Secretary of the Interior, to ensure their actions do not jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of the critical habitat of these species. Under Section 7, a project that could result in incidental take of a listed threatened or endangered species must consult with the USFWS to obtain a Biological Opinion (BO). If the BO finds the project could jeopardize the existence of a listed species ("jeopardy opinion"), the agency cannot authorize the project until it is modified to obtain a "non-jeopardy" opinion.

Environmental Checklist Section 4, Biological Resources, indicates the project site does not contain suitable habitat for federally listed species and no federally-listed species were observed at the project site. The project would not be expected to cumulatively contribute to habitat loss or towards overall species population decline or loss of population viability. Thus, the project would not jeopardize listed species and the lead agency would be in compliance with the federal Endangered Species Act.

2.2 National Historic Preservation Act, Section 106

The purpose of the NHPA is to protect, preserve, rehabilitate, or restore significant historical, archaeological, and cultural resources. Section 106 (16 U.S.C. 470f) requires federal agencies to account for the effects of their undertakings on historic properties and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. Historic properties are defined as buildings, structures, districts, sites, or objects which are included in or eligible for inclusion in the NRHP. Section 106 is implemented through 36 CFR Part 800, which outlines the process for historic preservation review, including participants, identification efforts, and the assessment and resolution of adverse effects.

Rincon sent e-mail outreach letters to the following eight Native American tribes that are traditionally and culturally affiliated with the project site:

- Barbareño/Ventureño Band of Mission Indians
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Northern Chumash Tribal Council
- Santa Ynez Band of Chumash Indians

On July 3, 2023, Rincon spoke with Violet Walker, Chairperson for the Northern Chumash Tribal Council, and she stated the APE is outside her Tribal area and she did not have any concerns regarding the proposed undertaking. However, Ms. Walker indicated that she would like to be notified if cultural resources are identified during construction.

On July 5, 2023, Rincon received an email response, with an attached letter, from Crystal Mendoza, Administrative Assistant for Cultural Resources for the Santa Ynez Band of Chumash Indians. In the letter attached to the email, Ms. Mendoza stated the Elder's Council request no further consultation on the proposed undertaking at this time.

On July 14, 2023, Rincon spoke with Matthew Vestuto from the Cultural Resource Committee for the Barbareño/Ventureño Band of Mission Indians, and he stated that he would like the Tribe to be able to consult with the City on the proposed undertaking, so that the Tribe could monitor ground disturbing activities, if the project funding will allow.

On July 14, 2023, Rincon also spoke with Anthony Morales, Chairperson for the Gabrieleno/Tongva San Gabriel Band of Mission Indians, and he stated he would like to be kept updated on the proposed undertaking. In addition, if Gabrieleno cultural resources or human remains are identified during construction, he would like to be the person to consult regarding the items/remains and have a Gabrieleno monitor be present during ground disturbances moving forward from that point. Mr. Morales also stated he would like to be kept updated if Chumash artifacts and/or human remains are identified as well.

On July 14, 2023, Rincon also spoke with Sam Dunlap, Cultural Resource Director for the Gabrielino-Tongva Tribe, and he stated that the proposed undertaking is outside his Tribal territory, and he defers to the Barbareño/Ventureño Chumash.

No other responses to the Section 106 outreach from Native American groups and/or individuals have been received to date. The outreach above did not result in the identification of any cultural resources within the APE or its immediate vicinity. Appendix C provides documentation of Rincon's outreach efforts.

As discussed in Environmental Checklist Section 6, *Cultural Resources*, no cultural resources were identified within or immediately adjacent to the APE. Ground disturbance associated with construction may result in a substantial adverse change in the significance of unanticipated archaeological and cultural resources if construction disturbs or destroys intact portions of these resources that contribute to their significance. The City would be required to implement Mitigation Measure CR-1, which sets standard procedures following the unanticipated discovery of an archaeological resource, including evaluation, consultation with Native American representatives, avoidance, and data recovery, if applicable. With implementation of Mitigation Measure CR-1, potential impacts to archaeological and cultural resources would be minimized. A Historic Property Inventory Report, completed by Rincon in August 2023 (Appendix C), summarizes the outreach efforts to Native American Tribes pursuant to Section 106 of the NHPA. The Historic Property

Inventory Report would be submitted to the State Historic Preservation Officer for review and concurrence. Accordingly, the project would be in compliance with the NHPA.

2.3 Clean Air Act

The 1990 Amendment to the federal Clean Air Act Section 176 requires the USEPA to promulgate rules to ensure federal actions conform to the appropriate State Implementation Plan. This rule, known as the General Conformity Rule (40 CFR Subpart W and 40 CFR Part 93 Subpart B: General Conformity), requires any federal agency responsible for an action in a federal nonattainment or maintenance area to demonstrate conformity with the applicable State Implementation Plan, by determining the action is either exempt from the General Conformity Rule requirements or subject to a formal General Conformity Determination. Actions would be exempt, and thus conform to the State Implementation Plan, if an applicability analysis shows total direct and indirect project emissions of criteria pollutants for which the project area is designated nonattainment or maintenance would be less than specified emission thresholds set by the USEPA, known as *de minimis* rates. If not exempt, an air quality conformity analysis would be required to determine conformity.

As outlined in the Federal Clean Air Act General Conformity Analysis included as Appendix F, the project site is located within the South Central Coast Air Basin, which is designated serious nonattainment for the eight-hour National Ambient Air Quality Standard for ozone. As shown in Appendix F, the project would not exceed the ozone *de minimis* rates, and general conformity requirements do not apply. Therefore, the lead agency would be in compliance with the federal Clean Air Act.

2.4 Coastal Zone Management Act

The Coastal Zone Management Act (CZMA), passed by Congress in 1972 and managed by the National Oceanic and Atmospheric Administration's Office of Ocean and Coastal Resource Management, is designed to balance competing land and water issues in coastal zones. It also aims to "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone." Within California, the CZMA is administered by the Bay Conservation and Development Commission, the California Coastal Conservancy, and the California Coastal Commission.

The project site is not located within the Coastal Zone and the CZMA is not applicable to the project (California Coastal Commission 2019).

2.5 Farmland Protection Policy Act

The Farmland Protection Policy Act (FPPA) requires a federal agency to consider the effects of its actions and programs on the nation's farmlands. The FPPA is intended to minimize the impact of federal programs with respect to the conversion of farmland to nonagricultural uses. It assures that, to the extent possible, federal programs are administered to be compatible with state, local, and private programs and policies to protect farmland.

As described in Environmental Checklist Section 2, Agricultural Resources, the project site is not within an area currently in agricultural production and does not contain Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or land under a Williamson Act contract (DOC 2016,

2017). Therefore, the project would not adversely affect farmland areas, and the lead agency would be in compliance with the FPPA.

2.6 Executive Order 11988 – Floodplain Management

Executive Order (EO) 11988 requires federal agencies to recognize the values of floodplains and to consider the public benefits from restoring and preserving floodplains.

As described in Environmental Checklist Section 10, *Hydrology and Water Quality*, the project site is not located within a 100-year flood hazard zone (FEMA 2011). As such, the project would not interfere with floodplain management or place structures within a floodplain management area. The lead agency would therefore be in compliance with EO 11988.

2.7 Federal Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, and Executive Order 13168

The MBTA and the Bald and Golden Eagle Protection Act prohibit the take of migratory birds (or any part, nest, or eggs of any such bird) and the take and commerce of eagles. EO 13168 (September 22, 2000) requires any project with federal involvement to address impacts of federal actions on migratory birds.

As described in Environmental Checklist Section 4, *Biological Resources*, the project has the potential to result in direct impacts to the American peregrine falcon (*Falco peregrinus anatum*) due to the removal of trees located at the Potential Laydown Yard 2 and indirect impacts to these birds due to construction noise, dust, and other human disturbances that can cause nest failure. To reduce the potential indirect effects to nesting migratory birds, Mitigation Measure BIO-1 would be implemented. Mitigation Measure BIO-1 includes avoidance of construction activities during the nesting bird season (February 1 through September 15) and pre-construction nesting bird surveys, nest avoidance buffers, and nest monitoring if construction cannot be avoided during nesting season. Thus, the lead agency would be in compliance with the MBTA, Bald and Golden Eagle Protection Act, and EO 13168.

2.8 Executive Order 11990 – Protection of Wetlands

Under EO 11990 (May 24, 1977), federal agencies must avoid affecting wetlands unless it is determined that no practicable alternative is available.

As described in Environmental Checklist Section 4, *Biological Resources,* the project site does not support federally protected wetlands as defined by Section 404 of the federal Clean Water Act. Thus, the lead agency would be in compliance with EO 11990.

2.9 Wild and Scenic Rivers Act

The Wild and Scenic Rivers Act was passed in 1968 to preserve and protect designated rivers for their natural, cultural, and recreational value.

There are no designated Wild and Scenic Rivers within the project site, and no designated rivers would be adversely affected by the project. As a result, the Wild and Scenic Rivers Act does not apply to the project (Bureau of Land Management et al. 2023).

2.10 Safe Drinking Water Act – Source Water Protection

Section 1424(e) of the Safe Drinking Water Act established the USEPA's Sole Source Aquifer Program. This program protects communities from groundwater contamination from federally funded projects.

Within USEPA's Region 9, which includes California, there are nine sole source aquifers. None of these sole source aquifers are located within the vicinity of the project site (USEPA 2023b). Therefore, the Sole Source Aquifer Program does not apply to the project, and the lead agency would be in compliance with Section 1424(e) of the Safe Drinking Water Act.

2.11 Executive Order on Trails for America in the 21st Century

The EO on Trails for America (January 18, 2001) requires federal agencies to protect, connect, promote, and assist trails of all types throughout the United States. No trails are located in the vicinity of the project site with which the project could interfere (County of Ventura 2023; Visit Oxnard 2023). As a result, the lead agency would be in compliance with the EO for Trails for America.

2.12 Executive Order 13007 – Indian Sacred Sites

Sacred sites are defined in EO 13007 (May 24, 1996) as "any specific, discrete, narrowly delineated location on federal land that is identified by an Indian tribe, or Indian individual determined to be an appropriately authoritative representative of an Indian religion, as sacred by virtue of its established religious significance to, or ceremonial use by, an Indian religion; provided that the tribe or appropriate authoritative representative of an Indian religion has informed the agency of the existence of such a site."

The project would not be located on or impact any federal lands and therefore would not affect any Native American sacred sites protected under this EO. In addition, the City of Oxnard, as lead agency, conducted outreach with Native American Tribes pursuant to the requirements of Section 106 of the NHPA, as discussed in Section 2.2, *National Historic Preservation Act, Section 106*. As a result, the City of Oxnard would be in compliance with EO 13007.

2.13 Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) of 1976, as amended (16 U.S.C. Section 1801 et seq.), is the primary act governing federal management of fisheries in federal waters, from the three-nautical-mile state territorial sea limit to the outer limit of the U.S. Exclusive Economic Zone. It establishes exclusive U.S. management authority over all fishing within the Exclusive Economic Zone, all anadromous fish throughout their migratory range except when in a foreign nation's waters, and all fish on the continental shelf. The Act also requires federal agencies to consult with the National Marine Fisheries Service on actions that could damage Essential Fish Habitat, as defined in the 1996 Sustainable Fisheries Act (Public Law 104-297).

The project would not be located in or impact any U.S. federal waters regulated under the Magnuson-Stevens Act. The project site is developed within existing industrial uses, rail yards, commercial uses, and transportation facilities. As described in Environmental Checklist Section 4, *Biological Resources,* the project would not have an adverse effect on resident or migratory fish, wildlife species, or fish habitat. As a result, the lead agency would be in compliance with this Act.

2.14 Environmental Justice

The USEPA defines environmental justice as: "The fair treatment and meaningful involvement of all people regardless of race, color, culture, national origin, income, and educational levels with respect to the development, implementation, and enforcement of protective environmental laws, regulations, and policies" (USEPA 2020). This section describes existing socioeconomic conditions in the project area and the regulatory setting pertaining to environmental justice-related issues. This section also evaluates the potential for the project to disproportionately affect minority or low-income groups.

According to USEPA guidelines, a minority population is present if the minority population of an area exceeds 50 percent, or if the minority population percentage of the area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis (e.g., town, city, region).

The project site is located in the city of Oxnard in Ventura County, California. Demographics for Oxnard as provided in the United States Census Bureau's (Census) American Community Survey (ACS) 5-Year Estimates indicate the city's local population is comprised of approximately 35.6 percent racial minority populations and 75.4 percent ethnic minority populations (Census 2021a). The USEPA's Environmental Justice Screening and Mapping Tool (EJSCREEN) indicates communities within a one-mile radius of the project site are comprised of approximately 45 percent racial minority populations and approximately 87 percent ethnic minority populations (USEPA 2023c). Therefore, the project site and surrounding area has a minority population exceeding 50 percent.

USEPA guidelines recommend that analyses of low-income communities consider the Census' poverty level definitions, as well as applicable state and regional definitions of low-income and poverty communities. According to the Census, approximately 10.6 percent of the population of Oxnard is at or below the poverty level (Census 2021b). EJSCREEN indicates that approximately 44 percent of people within a one-mile radius of the project site are low-income (USEPA 2023c). Because the percentage of low-income people near the project site is substantially higher than the

percentage of low-income people in Oxnard as a whole, the area within a one-mile radius of the project site is considered a low-income community.

A Disadvantaged Community (DAC) is defined as a community with a median household income (MHI) less than 80 percent of the California MHI (Public Resource Code Section 75005[g]). The California Office of Environmental Health Hazard Assessment and the California Environmental Protection Agency identify the census tract in which the project site is located as a DAC (California Office of Environmental Health Hazard Assessment 2023). Therefore, the project site is within a DAC.

For the purposes of this analysis, an impact related to environmental justice would be adverse if the project would cause impacts to minority or low-income populations that are disproportionately high and adverse, either directly, indirectly, or cumulatively. Considering Oxnard has minority populations that exceed 50 percent, an environmental justice analysis is required. The project would involve installation and operation of a new sewer pipeline, a new gravity sewer, and a new sewer lift station. Construction would generate localized environmental impacts (e.g., dust and noise), but such activities would be intermittent and temporary and would cease upon completion of work activities. These activities would also be typical of construction projects occurring throughout the state on an ongoing basis and therefore would not result in disproportionately high impacts to communities surrounding the project site. Where potential impacts could occur, mitigation measures have been identified throughout this document to reduce such effects. For example, the project would involve implementation of Mitigation Measures AQ-1 and NOI-1, which would require use of Tier 4 construction equipment for diesel-powered equipment greater than 75 horsepower and implementation of a Construction Noise Reduction Plan, and Mitigation Measures HAZ-1 through HAZ-5, which would reduce impacts associated with former site uses and contaminated soils. Implementation of these mitigation measures would limit the extent of localized construction-related impacts. The project would therefore not result in any disproportionately high impacts on minority communities. Once construction is complete, the repair of the CTS main would provide long-term infrastructure benefits for residents within Oxnard, including minority populations living in Oxnard. Thus, no adverse environmental justice impacts would occur.

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3 Environmental Alternative Analysis

Although not required by CEQA, CWSRF funding applicants are required to complete an Environmental Alternative Analysis as part of the Environmental Package of the funding application. The following sections provide descriptions of each project alternative; a comparative environmental analysis among the project alternatives for direct, indirect, and cumulative environmental impacts; potential reasonably foreseeable future environmental impacts for each alternative; suggested mitigation measures beyond those already required for the proposed project, if necessary; and a discussion of the environmental reasoning for selection of the proposed project. This Environmental Alternative Analysis provides a range of reasonable alternatives that meet the City's project needs and objectives, including a "no project/no action" alternative. The build alternative (Alternative 2) is based upon an alternative design option for the project prepared by Kennedy Jenks.

3.1 Alternative 1: No Project/No Action

Description

Under this alternative, the proposed sewer line would not be constructed, and the existing infrastructure would continue to operate in its current condition. The sewer line is currently operating with a temporary emergency repair which diverted wastewater from the CTS into an adjacent sewer line and slip-lined the collapsed line so it could serve as an overflow. The collapsed portion of the CTS would remain out of compliance with UPRR design standards, and the CTS would not be restored to its original functionality. Over time, the risk of leaks, breakages, and other system failures would increase due to the repair that was intended to be temporary.

Environmental Analysis

Because this alternative would not require construction activities, none of the proposed project's potentially significant but mitigable construction-related environmental impacts to air quality, biological resources, cultural and tribal cultural resources, and hazards and hazardous materials would occur. None of the mitigation measures required for the proposed project would apply. However, the risk of unexpected leaks, breakages, and capacity issues associated with existing infrastructure would increase over time. The project area may be adversely affected by unforeseen releases of untreated sewer flows. This alternative would also potentially result in greater impacts to public services, as additional new or improved sewer infrastructure may be required elsewhere so the city can be served by adequate wastewater treatment systems.

3.2 Alternative 2: Alternate Alignment

Description

Under this alternative, a new sewer pipeline would be constructed along South Ventura Boulevard, which would tie into the existing CTS near the intersection of W. 1st Street and N. Oxnard Boulevard approximately 0.2 mile north of the proposed project alignment. The new sewer pipeline would travel along W. 1st Street and W. 2nd Street to Ventura Road, where the new sewer line would tie into the existing Ventura Road sewer line. The alternate alignment would be approximately 6,500

linear feet in length, or approximately 4,340 linear feet longer than the proposed project. Construction of this alternative would primarily involve open cut excavation for pipeline installation, some of which would occur in an empty parcel requiring an easement, and 100 feet of jack and bore pipeline installation underneath two UPRR mainline tracks at Oxnard Boulevard. This alternative would not involve construction of a lift station. This alternative would require diverting some CTS flow through an existing 18-inch pipe that runs parallel to the existing CTS; however, this pipe is already at capacity and additional flows may result in adverse impacts to the sewer system.

Environmental Analysis

Aesthetics and Urban Design

Similar to the proposed project, the new sewer line would be located entirely belowground under this alternative and would therefore result in no change to the existing aesthetic environment. Therefore, aesthetic impacts would be less than significant, similar to the proposed project.

Agriculture and Forestry Resources

Alternative 2 would involve construction of the sewer line primarily within the ROW of W. 1st Street and W. 2nd Street and through a vacant parcel. This vacant parcel is not used for agricultural or forestry purposes, and the alignment would not be located adjacent to agricultural or forestry resources. Similar to the proposed project, no agriculture and forestry impacts would occur under this alternative.

Air Quality

Construction of the Alternative 2 would require generally similar construction equipment. However, because Alternative 2 would be approximately 4,340 linear feet longer than the proposed project, Alternative 2 would require a longer construction period and additional construction vehicle trips, which would result in additional construction emissions. In operation, Alternative 2 would not include operation of a lift station, and operational emissions would be reduced. Mitigation Measure AQ-1 would apply to this alternative to reduce construction NO_x emissions to below VCAPCD thresholds. As with the proposed project, impacts to air quality would be less than significant with mitigation under this alternative, although construction-related air pollutant emissions would be greater.

Biological Resources

Similar to the proposed project, Alternative 2 would be constructed in an entirely developed area or within the ROW of existing roadways. This alternative would not require construction of a lift station and would not result in removal of trees; accordingly, Mitigation Measure BIO-1 would not be required, and impacts to nesting birds would be reduced to a less-than-significant level. Impacts would be less than significant under Alternative 2, and reduced compared to the proposed project (less than significant with mitigation).

Climate Change and Greenhouse Gas Emissions

Alternative 2 would be approximately 4,340 linear feet longer than the proposed project and would require a longer construction period, which would generate additional GHG emissions compared to the proposed project. In operation, Alternative 2 would not include a lift station, and operational GHG emissions would be reduced. Overall, GHG emissions associated with Alternative 2 would be

unlikely to exceed the SCAQMD threshold of 3,000 MT of CO_2e per year, and impacts would remain less than significant. Alternative 2 would also be consistent with the 2022 Scoping Plan, Connect SoCal, and City of Oxnard CAAP.

Similar to the proposed project, Alternative 2 would not be susceptible to sea level rise, fire hazards, or other climate-related events with implementation of City CAAP strategies. Overall, impacts associated with climate change and GHG emissions would be slightly greater under Alternative 2 and would be less than significant.

Cultural Resources

While the alignment of Alternative 2 would be primarily located within the ROW of existing roadways and vacant parcels. Impacts to historic resources would be similar under this alternative. Additionally, Alternative 2 could encounter previously unknown archaeological resources, human remains, and paleontological resources. Mitigation Measures CR-1 through CR-3 would apply to this alternative and impacts would be similar to the proposed project.

Energy

Alternative 2 would be approximately 4,340 linear feet longer than the proposed project and would require a longer construction period, which would require additional energy and fuel during construction. Similar to the proposed project, energy use during construction of Alternative 2 would be temporary in nature, and construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. In operation, Alternative 2 would not include operation of a lift station and would require less energy. Similar to the proposed project, no energy impacts would occur under this alternative.

Geology and Soils

Construction of Alternative 2 would occur in the same general vicinity as the proposed project, and Alternative 2 would not be located in an area more susceptible to landslides, lateral spreading, subsidence, liquefaction, or collapse than the proposed project. Similar to the proposed project, Alternative 2 would be located entirely belowground and would not include habitable structures; therefore, this alternative would not create substantial direct or indirect risks to life or property beyond existing conditions. Alternative 2 alignment would be closer to the Pacific Ocean, however, it would not be in a seiche or tsunami hazard zone and would not expose people or structures to risk of inundation. Additionally, the project would not include dredging, and all maintenance would be performed by the City of Oxnard, similar to the proposed project. Impacts to geology and soils would be similar to the proposed project and less than significant.

Hazards and Hazardous Materials

Similar to the proposed project, Alternative 2 would require the use, transport, and storage of hazardous materials during construction, which would be regulated by existing laws and requirements. The alignment of Alternative 2, which would travel along W. 1st Street and W. 2nd Street to Ventura Road, would not be within 0.25 mile of an active hazardous materials site included on a list compiled pursuant to Government Code Section 65962.5 (DTSC 2023; SWRCB 2023).

Accordingly, Mitigation Measures HAZ-1 through HAZ-5 would not be required under Alternative 2 and impacts would be less than significant, reduced compared to the proposed project which would have less than significant impacts with mitigation.

Alternative 2 would be approximately 4,340 linear feet longer than the proposed project and would be located primarily within the ROW of W. 1st Street and W. 2nd Street, which would require a greater amount of temporary road closures compared to the proposed project. Therefore, impacts associated with emergency response and emergency evacuation would be slightly greater than the proposed project. Construction would occur in accordance with the City's encroachment permit and a traffic control plan would be prepared, and impacts would be less than significant.

Overall, impacts to hazards and hazardous materials associated with Alternative 2 would be less than significant, reduced compared to the proposed project which would have less than significant impacts with mitigation.

Hydrology and Water Quality

This alternative would involve increased ground disturbance compared to the proposed project, which could result in greater impacts to water quality due to increased erosion and sedimentation. Similar to the proposed project, Alternative 2 would be required to comply with NPDES Construction General Permit and prepare a SWPPP, which would include BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Similar to the proposed project, Alternative 2 may require dewatering, and groundwater would be tested and treated, if necessary, prior to disposal. The operation of Alternative 2 would be similar to the proposed project and would not violate water quality standards.

Similar to the proposed project, Alternative 2 would involve installation of a new sewer line entirely belowground and would not result in substantial changes to existing drainage patterns and would not increase stormwater runoff. The western terminus of the alternate alignment would be located within a 0.2 percent chance flood hazard zone; however, because the new sewer line would be located belowground, Alternative 2 would not impede or redirect flood flows or increase risk associated with flooding. Similar to the proposed project, Alternative 2 would not be located in an area subject to tsunami or seiche.

Overall, impacts to hydrology and water quality would be slightly increased under Alternative 2. Impacts would be less than significant, similar to the proposed project.

Land Use and Planning

As with the proposed project, Alternative 2 would not result in any barriers that would divide an established community. Because this alternative would be located primarily within the ROW of W. 1st Street and W. 2nd Street, the project would not conflict with land use or zoning designations established by the City along the alternate alignment. Thus, this alternative would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Similar to the proposed project, no land use and planning impacts would occur under this alternative.

Mineral Resources

Alternative 2 is located in the same region as the proposed project, which is not underlain by known mineral resources. This alternative would not involve mineral extraction, construction, or changes in

land use that could affect the availability of mineral resources. Therefore, similar to the proposed project, no impacts to mineral resources would occur under Alternative 2.

Noise

Construction of Alternative 2 would require generally similar construction methods and associated equipment as the proposed project. The construction period of Alternative 2 would be longer than the proposed project due to the increased length of the alternate alignment and would also generate noise within 500 feet of a noise sensitive land use. Therefore, implementation of Mitigation Measure NOI-1 would also be required under this alternative to reduce construction noise where the alignment is proximate to sensitive receptors. Similar to the proposed project, this alternative would operate in a similar fashion to existing conditions and would not generate substantial amounts of noise. Overall, noise and vibration impacts would be similar to those of the proposed project and would be less than significant with mitigation incorporated.

Population, Education, and Housing

As with the proposed project, this alternative would not directly or indirectly induce population growth because this alternative would not increase pipeline conveyance capacity to accommodate future unplanned growth. In addition, Alternative 2 would not involve displacement of existing housing or people. Therefore, similar to the proposed project, no impacts related to population and housing would occur under this alternative.

Public Services and Recreation

Alternative 2 would not change existing demand for public services (e.g., fire and police protection, schools, parks, or libraries) because neither direct nor indirect population growth would result from construction of this alternative. Similarly, this alternative would not increase the use of existing neighborhood and regional parks or other recreational facilities. In addition, this alternative does not include recreational facilities and would not require their construction or expansion. Therefore, similar to the proposed project, no impacts related to public services and recreation would occur under Alternative 2.

Transportation and Circulation

Construction of this alternative would require generally similar construction methods and associated vehicle trips as the proposed project. However, additional construction worker and vehicle trips would be required as Alternative 2 would involve a longer construction period. As with the proposed project, construction-related traffic volumes would not be substantial under this alternative. Alternative 2 would also result in no changes to air traffic patterns and would not substantially increase hazards due to geometric design features. Due to the longer construction period, Alternative 2 would have an increased impact on emergency access as greater portions of roadways would be closed during construction, and temporary lane closures would be longer in duration compared to the proposed project. Similar to the proposed project, this alternative would include preparation of traffic control plans to minimize impacts to the transportation network and emergency access. Therefore, as with the proposed project, transportation impacts under Alternative 2 would be less than significant, although construction-related traffic volumes and temporary lane closures would be incrementally greater.

Tribal Cultural Resources

Alternative 2 would involve a different area of ground disturbance compared to the proposed project. Pursuant to AB 52, the City would be required to contact tribes who have requested outreach to identify any known tribal cultural resources within the alignment of Alternative 2. Should any tribal cultural resources be identified in the alignment, appropriate avoidance and mitigation measures would be implemented.

Utilities and Service Systems

Alternative 2 would not require new water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. This alternative would not increase long-term demand for potable water supplies and would generate minimal quantities of solid waste during construction that would be disposed of in accordance with applicable laws and regulations. Therefore, similar to the proposed project, impacts related to utilities and service systems under this alternative would be less than significant.

Wildfire

As with the proposed project, this alternative would not be located in a State Responsibility Area of Very High Fire Hazard Severity Zone. Therefore, similar to the proposed project, no wildfire impacts would occur.

Cumulative Impacts

As discussed in Environmental Checklist Section 20, *Mandatory Findings of Significance*, three planned projects are located in the vicinity of the project site. Additional cumulative projects may be located along the alternate alignment. As with the proposed project, the impacts of this alternative would be primarily temporary, localized effects that would occur during construction activities. Similar to the proposed project, this alternative would not contribute cumulatively considerable impacts with implementation of mitigation measures. Therefore, this alternative's contribution to cumulative impacts would be similar to those of the proposed project and would be less than significant with mitigation incorporated.

Conclusion

Alternative 2 would result in incrementally greater construction-related impacts to air quality, climate change and GHG emissions, cultural, and noise. Alternative 2 would result in reduced impacts to hazards and hazardous materials (less than significant, compared to the proposed project with less than significant impacts with mitigation), and generally similar impacts to all other environmental resources. The same mitigation measures required for the proposed project, other than HAZ-1 through HAZ-5 as they would not be required, would be sufficient to mitigate impacts under this alternative to less-than-significant levels. This alternative would meet the objectives of the project.

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4.2 List of Preparers

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Appendix A

Air Quality and Greenhouse Gas Modeling Results

Appendix B

Biological Resources Assessment

Appendix C

Historic Property Inventory Report

Appendix D

Paleontological Resources Assessment

Appendix E

Noise Measurement and Modeling Results

Appendix F

Federal Clean Air Act Conformity Analysis