FINAL INITIAL STUDY and MITIGATED NEGATIVE DECLARATION

PROPOSED RELOCATION OF THE DISPLACED THRESHOLD ON RUNWAY 25 AND THE ACQUISITION OF APPROXIMATELY 23.53 ACRES IN FEE SIMPLE AND 62.5 ACRES OF AVIGATION EASEMENT

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ACRONYMS AND ABBREVIATIONS

AC	Airport Compatible
ACLUP	Airport Comprehensive Land Use Plan
ALP	Airport Layout Plan
ALS	Approach Lighting System
ALUC	Airport Land Use Compatibility
APE	Area of Potential Effect
ARFF	Airport Rescue and Fire Fighting
ASTM	American Standard for Testing Materials
AQMP	Air Quality Management Plan
ARC	Airport Reference Code
ATP	Archaeological Treatment Plan
BMP	Best Management Practice
CARB	California Air Resources Board
CASP	California Aviation System Plan
CBRA	Coastal Barriers Resources Act of 1982
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CNEL	Community Noise Equivalent Level
CWA	Clean Water Act
CWD	Calleguas Water District
CZMA	Coastal Zone Management Act
dBA	Decibel (A-weighted)
DNL	Day-Night Level
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
dB	Decibel
DWL	Dual Wheel Loading
FAA	Federal Aviation Administration

FAR	Federal Aviation Regulations
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FPPA	Farmlands Protection Policy Act
GHG	Greenhouse Gas
Hz	Hertz
IS	Initial Study
ILS	Instrument Landing System
IPCC	Intergovernmental Panel on Climate Change
INM	Integrated Noise Model
LCP	Local Coastal Program
LUST	Leaking Underground Storage Tank
MALSF	Medium Intensity Approach Lighting System w/ Sequenced Flashing Lights
MALSR	Medium Intensity Approach Lighting System w/ Runway Alignment Indicator Lights
MSL	Mean Sea Level
MIRL	Medium Intensity Runway Lighting
MITL	Medium Intensity Taxiway Lighting
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NEPA	National Environmental Policy Act
ND	Negative Declaration
NO_2	Nitrogen Dioxide
NOx	Nitrogen Oxides
O_3	Ozone
OFA	Object Free Area
PAPI	Precision Approach Path Indicator
Pb	Lead
PM2.5	Particulate Matter 2.5
PM10	Particulate Matter 10
REC	Recognized Environmental Conditions

ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
SCAG	Southern California Association of Governments
SCCAB	South Central Coast Air Basin
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SWPCP	Stormwater Pollution Control Plan
TAF	Terminal Area Forecast
TCH	Threshold Crossing Height
TCM	Transportation Control Measures
TERPS	Terminal Instrument Procedures
TPZ	Traffic Pattern Zone
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VASI	Visual Approach Slope Indicator
VCAPCD	Ventura County Air Pollution Control District
VOC	Volatile Organic Compounds

1 INTRODUCTION

This Initial Study identifies and evaluates potential environmental impacts that may result from implementation of the Proposed Relocation of the Displaced Threshold on Runway 25 and the Acquisition of Approximately 86.03 Acres Including 23.53 Acres in Fee Simple and 62.5 Acres of Avigation Easement project. These actions are collectively referred to as the proposed project. The County of Ventura, California (County) is considering airfield improvements at Oxnard Airport (Airport). The improvements will enhance the safety of airport operations by increasing compliance with both the Airport Design Standards (per Federal Aviation Administration (FAA) Advisory Circular 5300-13, Airport Design) and Federal Aviation Regulations (FAR) Part 77 criteria and expand the overall utility and efficiency of the Airport to accommodate existing aircraft operators at the Airport. The proposed improvements are consistent with the 2004 Oxnard Airport Master Plan (Master Plan). An update to the ALP has been prepared to reflect specific improvements not identified in the Master Plan. Proposed improvements comprising the proposed project evaluated herein are summarized as follows:

- Relocation of the Runway 25 displaced threshold 924 feet to the east and replacement of a nonstandard Medium Intensity Approach Lighting System w/ Runway Alignment Indicator Lights (MALSR) with a standard Medium Intensity Approach Lighting System w/ Sequenced Flashing Lights (MALSF);
- Acquire fee simple ownership of 1.08 acres of a 2.5 acre parcel to the east of the existing airport boundary and South Ventura Road;
- Acquire fee simple ownership of 22.45 acres along the existing northern airport boundary for relocation of the perimeter fence and protection of the Part 77 Primary Surface; and
- Acquire avigation easement over 62.5 acres north of the Airport generally between the proposed boundary fence or northern boundary of County-owned property and Teal Club Road.

The County is serving as the *Lead Agency* for the proposed project. Section 21067 of the California Environmental Quality Act (CEQA) defines a Lead Agency as the "*public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect on the environment*". Pursuant to Section 15074 of the CEQA Guidelines, prior to taking any official action to approve this project, the County is obligated to consider the findings of this Initial Study and to either adopt a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or to initiate preparation of an Environmental Impact Report (EIR).

1.1 Purpose of the Initial Study and Mitigated Negative Declaration

As part of the environmental review process for the proposed Project, the County has authorized the preparation of this Initial Study. The Initial Study provides a basis for understanding whether there are environmental impacts associated with the proposed project and, if environmental impacts are likely to occur, if such impacts would be significant. The purpose of this Initial Study, as stated in Section 15063 of the CEQA Guidelines, is as follows:

- To provide the County with information to use as the basis for deciding whether to prepare an EIR or (M)ND for the proposed Project;
- To enable the County to modify the Project to reduce or eliminate any adverse impacts before an EIR is prepared, thereby enabling the Project to qualify for an MND;
- To assist in the preparation of an EIR, if one is required, by focusing the EIR on the effects determined to be significant; identifying effects determined not to be significant; and explaining reasons for determining that potentially significant effects would not be significant;
- To identify whether a Program EIR, tiering, or another appropriate process can be used for the analysis of the Project's environmental effects;
- To facilitate the environmental review of the Project early in its design;
- To eliminate unnecessary EIRs; and
- To determine whether a previously prepared EIR can be used for the Project.

Based on the findings of the Initial Study, the County could then determine the subsequent environmental review needed for the proposed project, which may take the form of an MND or an EIR. The draft IS was circulated for public/agency review from April 13, 2011, through May 12, 2011. Eleven comment letters were received during the review period. The comment letters and responses are provided in **Appendix A.**

1.2 Summary of Findings

The proposed project would lead to changes in the existing environmental conditions at the site and the surrounding area. Based on the findings of the Environmental Analysis in Section 3 of this Initial Study, the implementation of the proposed project could result in the potential for significant adverse impacts associated with air quality, biological resources and hazards and hazardous materials. Mitigation measures are recommended to reduce potentially significant environmental impacts; thus, allowing for preparation and adoption of an MND. Mitigation measures required to be implemented as part of the proposed project are summarized in Section 1.3, Summary of Mitigation Measures, below and provided in Table 1-1, Mitigation Monitoring and Reporting Program (MMRP). Impacts on all other issues addressed in this Initial Study were not found to be significant.

1.3 Summary of Mitigation Measures

The Environmental Analysis in Section 3 of this document indicates that implementation of the proposed project would have the potential to generate significant adverse air quality and hazards and hazardous materials impacts. For the remaining environmental issues, the project will either have no impact or a less than significant impact. The following mitigation measures are incorporated into the IS/MND and MMRP to minimize potential impacts associated with project implementation.

Table 1-1: Oxnard Airport Mitigation Monitoring and Reporting Program

Mitigation Measure		Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Verification of Compliance		
					Initials	Date	Remarks
3.3 - Air Quality							
3.3.D-1	All construction contracts shall require that dust control practices and other emission control measures identified by the VCAPCD rules and regulations in effect at the time of the contract be implemented throughout all stages of construction. These include Rule 10 (Permits), Rule 50 (Opacity) and Rule 55 (Fugitive Dust).	Construction	Field verification	Ventura County			
3.3.D-2	Contractor shall post a sign in an unsecured area of the Airport terminal throughout the duration of construction directing air quality complaints to the VCAPCD telephone number (805-654-2797).	Construction	Field verification	Ventura County			
3.4 - Biological Resources							
3.4.E-1	If removal of trees and shrubs is to be done during the nesting season (February 15 to September 1), all trees and other suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating construction related activities. A preconstruction survey would be conducted no more than 14 days prior to the start of work. If no nests are observed, construction activities should be initiated within 14 days. If more than 14 days pass and construction has not been initiated, another survey would be required.	Preconstruction	Field verification	Ventura County			
3.4.E-2	If during the breeding season, an active nest is discovered in a tree or shrub to be removed, the tree or shrub shall be protected using orange construction fence or the equivalent. The protective fencing shall be placed around the tree or shrub at the following distance depending on species: 25 feet from the drip line of the tree or shrub for passerines and non-raptors; 300 feet from the drip line of the tree for raptors. No parking, storage of materials, or work would be allowed within this area until the end of the breeding season or until the young have fledged, as determined by a qualified biologist.	Preconstruction	Predicated on findings resulting from 3.4.E1.	Ventura County			
3.8 - Hazardous Materials							
3.8.D-1	Prior to the fee simple acquisition of any property located north of the existing Airport boundary, the County will prepare an updated Phase I Environmental Site Assessment/Environmental Due Diligence Audit (EDDA) to thoroughly characterize conditions on each parcel and recommend the appropriate course of action consistent with Chapter 13, Section 3(c) of the FAA Desk Reference for Environmental Actions, October, 200, and FAA Advisory Circular (AC) 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, and FAA Order 1050.19, Environmental Due Diligence Audits in the Conduct of FAA Real Property Transactions. Implementation of this process and recommended measures will reduce potential impacts to below a level of significance.	Prior to fee simple acquisition	Ventura County and FAA will require as a condition of approval	Ventura County			

Air Quality

Implementation of the mitigation listed below would minimize or reduce air quality impacts associated with the proposed project to less than significant.

> ***Mitigation Measure 3.3.D-1:*** All construction contracts shall require that dust control practices and other emission control measures identified by the VCAPCD rules and regulations in effect at the time of the contract be implemented throughout all stages of construction. These include Rule 10 (Permits), Rule 50 (Opacity) and Rule 55 (Fugitive Dust).
>
> ***Mitigation Measure 3.3.D-2:*** Contractor shall post a sign in an unsecured area of the Airport terminal throughout the duration of construction directing air quality complaints to the VCAPCD telephone number (805-654-2797).

Biological Resources

Implementation of the mitigation listed below would minimize or reduce potential biological resources impacts associated with the proposed project to less than significant.

> ***Mitigation Measure 3.4.E-1:*** If removal of trees and shrubs is to be done during the nesting season (February 15 to September 1), all trees and other suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating construction related activities. A preconstruction survey would be conducted no more than 14 days prior to the start of work. If no nests are observed, construction activities should be initiated within 14 days. If more than 14 days pass and construction has not been initiated, another survey would be required.
>
> ***Mitigation Measure 3.4.E-2:*** If during the breeding season, an active nest is discovered in a tree or shrub to be removed, the tree or shrub shall be protected using orange construction fence or the equivalent. The protective fencing shall be placed around the tree or shrub at the following distance depending on species: 25 feet from the drip line of the tree or shrub for passerines and non-raptors; 300 feet from the drip line of the tree for raptors. No parking, storage of materials, or work would be allowed within this area until the end of the breeding season or until the young have fledged, as determined by a qualified biologist.

Hazards and Hazardous Materials

Implementation of the mitigation listed below would minimize or reduce potential hazardous materials impacts associated with the proposed project to less than significant.

> ***Mitigation Measure 3.8.D-1:*** Prior to the fee simple acquisition of any property located north of the existing Airport boundary, the County will prepare an updated Phase I Environmental Site Assessment/Environmental Due Diligence Audit (EDDA) to thoroughly characterize conditions on each parcel and recommend the appropriate course of action consistent with Chapter 13, Section 3(c) of the *FAA Desk Reference for Environmental Actions, October, 200, and FAA Advisory Circular (AC) 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, and FAA Order 1050.19, Environmental Due Diligence Audits in the Conduct of FAA Real Property Transactions.* Implementation of this process and recommended measures will reduce potential impacts to below a level of significance.

The County has determined that the project would not have significant adverse impacts on the environment after implementation of the recommended mitigation measures above, and no additional environmental analysis is warranted. The County will consider adoption of a MND for the proposed project, with incorporation of the recommended mitigation measures.

2 PROJECT LOCATION AND ENVIRONMENTAL SETTING

2.1 Regional Setting

The City of Oxnard is located approximately 60 miles northwest of the Los Angeles area and equidistant between Los Angeles and Santa Barbara, California (see Figure 2-1, Regional Map). Oxnard Airport is located approximately one and one-half miles east of the Pacific Ocean coastline on a 216-acre site in the northwest portion of the City of Oxnard, south of Highway 101 (See Figure 2-2, Vicinity Map). Oxnard Airport is bordered on three sides by major arterial roadways: South Ventura Road and South Victoria Avenue run north/south adjacent to the east and western airport boundaries respectively; West 5th Street runs along the southern boundary. The northern boundary is comprised of agricultural land and light industrial uses. Teal Club Road runs in and east/west direction north of the adjacent uses and forms the northern boundary of the study area. The Ventura Freeway (U.S. Highway 101) is located approximately four miles north of the airport and provides regional highway access.

Ventura County

The County of Ventura contains 10 incorporated cities and covers 1,832 square miles. Portions of the County are located along the Pacific Ocean and bordered by Los Angeles County to the south and west and Kern and Santa Barbara County to the north and northwest. The total population in January 2009, was estimated to be 836,080; of the total 96,921 live in unincorporated Ventura County. As of January 2009, there were 277,895 housing units with an average household size of 3.0 residents (State of California, 2009).

City of Oxnard

The City of Oxnard is the most populous city in the county. The City of Oxnard had a year 2009 population estimated at over 197,000 people and an overall land area of 26.91 square miles. The total number of housing units in 2009 was 52,185. Within the City of Oxnard, there is an average of 3.7 residents per household (State of California, 2009).

2.1.1 Project Site

Oxnard Airport is located approximately one and one-half miles east of the Pacific Ocean coastline on a 216-acre site in the northwest portion of the City of Oxnard, south of Highway 101 (See Figure 2-2, Vicinity Map). At the state level, the airport is included in the California Aviation System Plan (CASP) as one of 29 primary commercial service airports in the State of California and is classified as a commuter airport in the Southern California Association of Government Regional Aviation Plan. Oxnard Airport is the only airport served by a commercial airline in the general area. Commercial air service is provided by Sky West Airlines which operates as United Express under a code share agreement with United Airlines. The number of flights varies based on demand. Through 2009, Sky West Airlines offered approximately six daily scheduled departures/arrivals to/from Los Angeles International Airport but has temporarily ceased operations at Oxnard Airport. Operations will resume when there is sufficient demand for commercial service. In 2009, there were 2,310 scheduled airline operations (i.e., take offs and landings) at Oxnard Airport with 11,959 enplanements. General aviation is the largest segment of air operations at Oxnard. Aircraft based at Oxnard Airport range from small one and two seat piston-powered aircraft to long-range business jets. In 2009, there were 157 aircrafts based at Oxnard Airport (Oxnard Airport Master Plan, 2004).

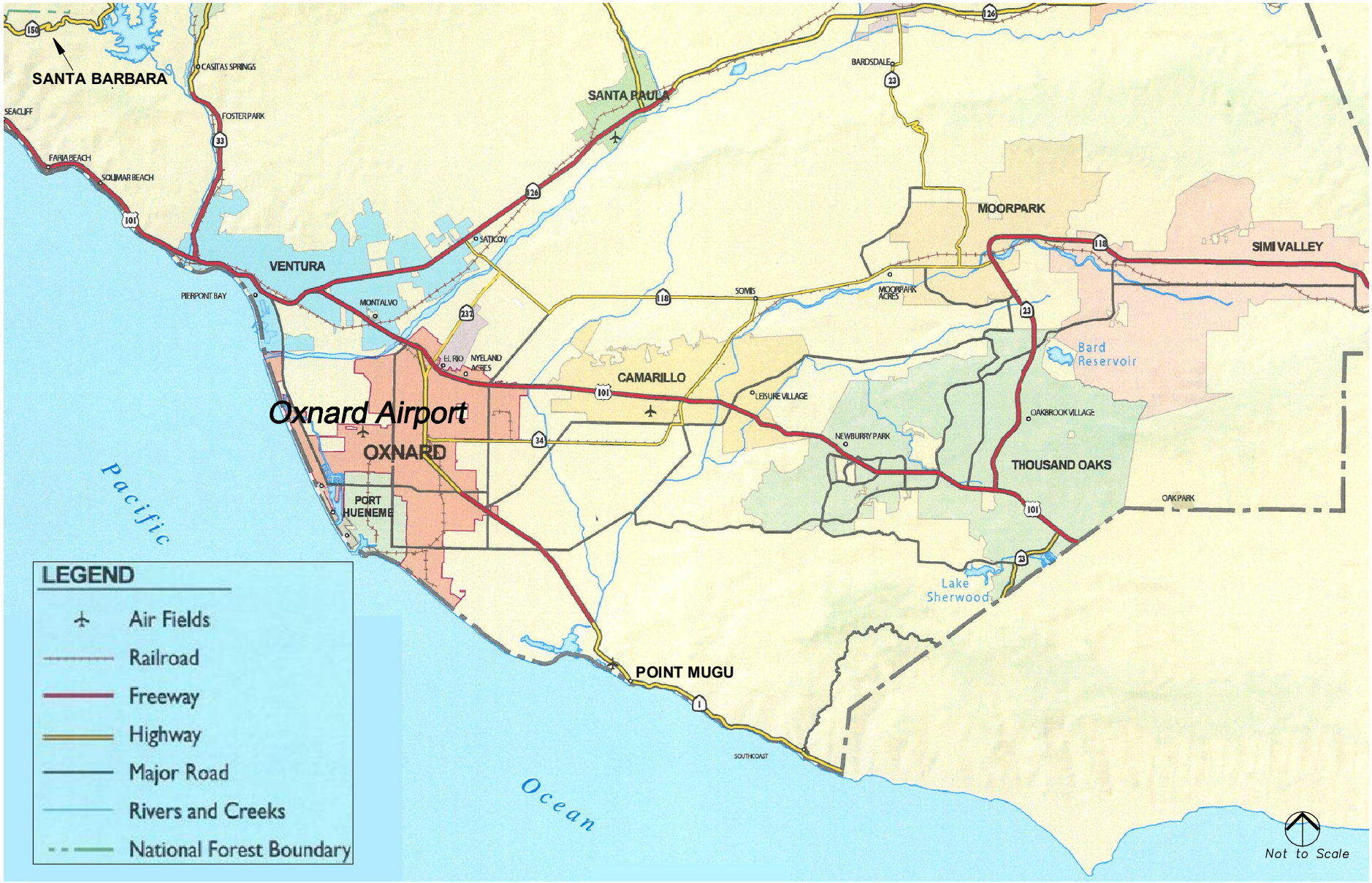


Figure 2-1
Regional Map

Figure 2-2
Vicinity Map

The Terminal Area Forecast (TAF) for Oxnard Airport is provided in Table 2-1. These data are the official forecast of aviation activity prepared by the FAA for budgeting and planning purposes.

Table 2-1: Terminal Area Forecast – Oxnard Airport

	2010	2015	2025
Itinerant			
Air Carrier	1	1	1
Air Taxi	5,572	5,966	6,829
General Aviation	25,142	26,913	31,172
Military	119	119	119
Total Itinerant	30,834	32,999	38,121
Local			
General Aviation	32,921	34,737	38,675
Military	64	64	64
Total Local	32,985	34,801	38,739
Total Operations	63,819	67,800	76,860
Enplanements	14,006	15,325	18,346

Source: FAA, 2010

The TAF data provided in Table 2-1 are used to support the project objectives associated with the proposed project as defined in Section 2.3 of this document and to perform impact analyses contained herein.

Santa Barbara Airport is the closest commercial airport to the north (i.e., 40 nautical miles to the northwest); a number of airports in the Los Angeles basin provide both international and domestic commercial air service. Two other airports in the general vicinity of Oxnard provide general aviation service. The Camarillo Airport is located approximately five miles east of Oxnard Airport and the Santa Paula Airport located nine nautical miles to the north. Camarillo Airport is owned and operated by the County of Ventura Department of Airports; Santa Paula Airport is a privately-owned facility. Naval Air Weapons Station (NAWS) Point Mugu, is located approximately eight miles southeast of Oxnard Airport (See Figures 2-1 and 2-2).

Oxnard Airport was opened by Ventura County in 1934 with a 3,500-foot dirt runway. Over the years, the airport has been expanded with both air and landside improvements. Airside facilities are those secure areas that are directly associated with aircraft operation, including runways, taxiways, and apron area. Landside facilities include those elements of the airport that provide a safe transition from surface-to-air transportation and include aircraft servicing, storage and maintenance; the airport terminal and related passenger facilities.

Major improvements have included construction of the control tower and extension of Runway 7-25 to 5,947 feet in 1963; construction of a terminal building in 1971, installation of taxiway lighting in 1973 and installation of precision instrument landing approach lighting systems in 1976. Oxnard Airport is situated at 43 feet above mean sea level (MSL). The traffic pattern altitude is 1,000 feet above the airfield elevation (1,043 feet MSL). Runway 7-25 uses a left-hand traffic pattern; thus, all aircraft approaching the runway use left-hand turns. Existing air and landside facilities are depicted on Figure 2-3, Oxnard Airport. The proposed project would affect specific airside facilities. No landside facilities would be affected by the proposed project. Those facilities potentially affected by the project are described below.

Not to Scale

Source: Oxnard Airport Master Plan (2004)

Kimley-Horn and Associates, Inc.

Figure 2-3
Oxnard Airport

Runways/Taxiways

Oxnard Airport has a single 5,950-foot long by 100-foot wide runway. Runway 7-25 is oriented east-west. On Runway 25, the landing threshold has been displaced by 1,372 feet which has reduced the overall available landing length to 4,578 feet. The existing threshold displacement is the result of a FAA Airport Obstruction Survey performed in 1968. The survey determined that the Santa Clara Church steeple created an obstruction. At the time of the survey, the steeple was 127 feet high. The steeple was damaged in an earthquake and rebuilt in 1971 but only to a height of 110 feet. The reduced height removed the obstruction issue; however, the displaced threshold was never relocated (Ventura County Department of Airports, 2011). Runway 7-25 has an asphalt surface and is strength rated for 50,000 pounds single-wheel loading (SWL) and 70,000 pounds dual-wheel loading (DWL). The taxiway system consists of a full length parallel taxiway (Taxiway F) and five connecting taxiways (A through E).

Airfield Lighting

Oxnard Airport is equipped with a number of airfield lighting systems that allow operation during nighttime hours. The rotational beacon is located at the southeast corner of the airfield; runway and taxiway lighting fixtures are located along the edge of paved surfaces to maintain safe access between the runway and parking areas. Runway 7-25 is equipped with medium intensity runway lighting (MIRL); medium intensity taxiway lighting (MITL) has been installed on adjacent taxiways.

As part of the Approach Lighting System (ALS), a medium intensity approach lighting system with runway alignment indicator lights (MALSR) is installed at the end of Runway 25. The MALSR system extends 1,700 feet east from the displaced runway threshold. It is a nonstandard system as defined by the FAA. A standard system is 2,400 feet in length. The length is limited by the current eastern airport property boundary.

Two types of visual approach slope guidance aids are installed; a visual approach slope indicator (VASI) (Runway 7) and a precision approach path indicator (PAPI) (Runway 25). Both systems use lights located at various distances from the runway threshold to indicate to the pilot on final approach whether the aircraft is above, below or on the proper descent path to the runway. A two-box PAPI (PAPI-2) system is installed approximately 400 feet past the displaced threshold to the south of Runway 25; a four-box VASI (VASI-4) system is installed approximately 400 feet from the runway threshold north of Runway 7. Other lighting and signage is installed as required per FAA design requirements.

Instrument Landing System

Oxnard Airport has a Category I Instrument Landing System (ILS) which provides an approach path for the exact alignment and descent of an aircraft on final approach to a runway. Vertical alignment is provided by a Glide Slope Antenna; horizontal alignment is provided by a localizer; distance is measured by marker beacons and visual alignment is provided by the ALS as described above. The precision ILS approach to Runway 25 uses a standard 3.0 degree glide scope angle. FAA standard minimums for a Category I system is one-half mile visibility and 200-foot cloud ceilings. However, at Oxnard Airport, obstructions located in the approach path at the time the system was installed required nonstandard minimums of one mile visibility and 250-foot cloud ceilings. The ILS Glide Slope Antenna array is located northwest of parallel Taxiway F and connecting taxiway B. The localizer is located to the west of Runway 25. Marker beacons are located off-site.

2.2 Description of the Proposed Project

2.2.1 Physical Characteristics

Proposed project improvements address the operational and design deficiencies summarized above. The project would be implemented over a two year period and is based in part on funding and equipment availability (Initial Feasibility Analysis, October, 2008).

Relocation of the Runway 25 Displaced Threshold and MALSR Replacement

The existing Runway 25 displaced threshold will be repositioned approximately 924 feet east of the present location. This will increase the overall available landing length of Runway 25 to 5,500 feet and a new displaced threshold of 453 feet. The location of this new displaced threshold is determined by the desire to maintain the current location of the Airport's Glide Slope antenna array, increase the current Threshold Crossing Height (TCH) from 12 feet to the FAA-stipulated maximum of 55-60 feet with a 3.0 degree Glide Slope angle. The existing PAPI lights will remain in their current location (see Figure 2-4, Airport Layout Plan).

The new displaced threshold location would result in an approximately 900-foot long nonstandard MALSR on Airport property. To address this nonstandard design feature, the Sponsor evaluated the option of extending the MALSR across South Ventura Road. However, as noted above, even with the acquisition of the subject property, there is insufficient distance to install or extend a FAA standard MALSR. Further, because the MALSR is outdated and difficult to support and maintain, the Sponsor is proposing to replace the MALSR with a new MALSF system. The standard MALSF system is 1,400 feet in length and requires mounting posts and electrical service as the MALSR. With the acquisition of the property east of South Ventura Road, a standard MALSF system could be supported and provide the same function as the existing MALSR.

Acquire Fee Simple Land Ownership

To address the OFA and FAA Part 77 criteria inconsistencies, the County is proposing to purchase in fee simple, 1.08 acres (in addition to a 10-acre parcel purchased in 2010) to the east of the existing airport boundary and South Ventura Road to maintain the RPZ and accommodate installation of the MALSF. The County of Ventura will also purchase 22.45 acres north of the Airport for incorporation into the 1,000 feet wide Primary Surface boundary defined in the ALP. Upon acquisition of this property, the airport boundary fence will be relocated 100 feet to the north of its existing location. No development would occur in this area. (see Figure 2-5, Fee Simple and Avigation Easement Acquisition).

Acquire Avigation Easement

The County would obtain an avigation easement over 62.5 acres north of the Airport generally north of the relocated boundary fence to Teal Club Road (see Figure 2-5, Fee Simple and Avigation Easement Acquisition). Of the 62.5 acres, approximately 14 acres north of the east end of Runway 25 (between the current boundary fence and Teal Club Road) would incorporate the OFA and be under an avigation easement only. Under the avigation easement, height restrictions would be imposed on future development proposed within this area to avoid additional intrusions into the OFA. New development proposed within the entire area under an avigation easement would be subject to a project specific permit application and review process.

2.3 Objectives of the Project

The purpose and need for the proposed project is defined in the following objectives:

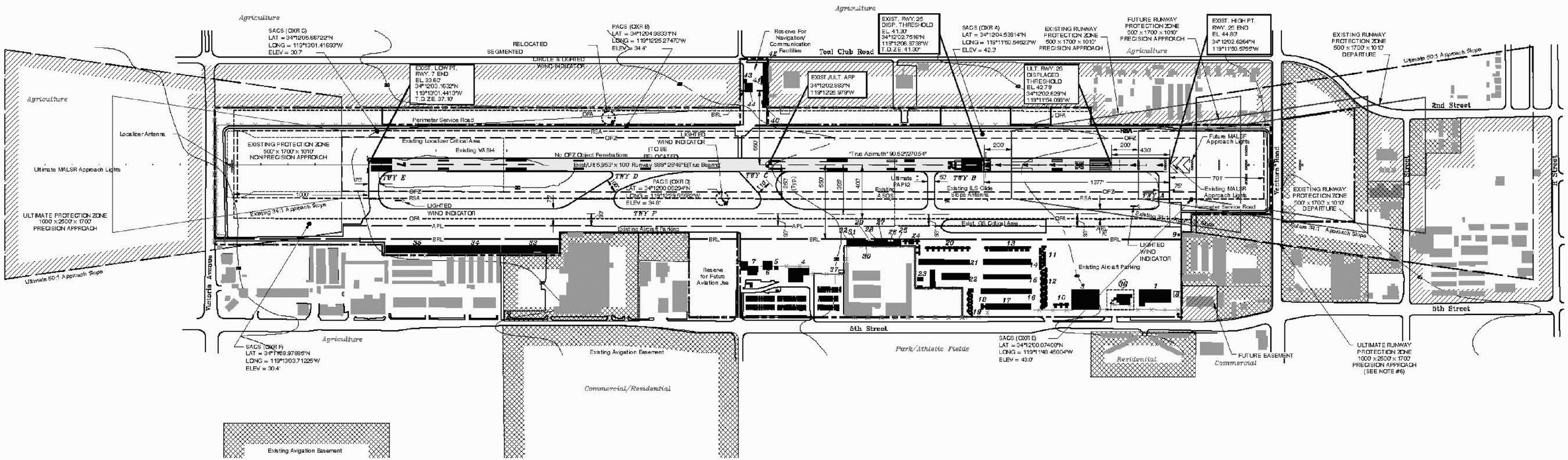
- Enhance the safety of airport operations pursuant to (49 U.S.C. 47101(a)(1)),
- Expand the overall utility and efficiency of the Airport to meet operating criteria for the existing mix of scheduled air carrier aircraft and small- to mid-size business/corporate jet aircraft, and
- Enhance compliance with Airport Design and FAR Part 77 Criteria and Terminal Instrument Procedures (TERPS):
  - Object Free Area and Runway Protection Zone
  - FAR Part 77 Primary and Transition Surfaces
  - Runway Available Landing Length
  - Replacement of Nonstandard MALSR with a MALSF
  - Increase Threshold Crossing Height from 12 feet to 55-60 feet.

Objective 1 – Enhance Safety of Airport Operations

While the landing length on Runway 7 is 5,953 feet, local wind and weather conditions dictate that Airport air traffic travel in a westerly flow pattern approximately 80 percent of the time. Thus, Runway 25 is used for approximately 80 percent of the landings. Landings on Runway 25 are also preferable for noise compatibility purposes in that noise generated by aircraft on approach is typically less than noise generated by aircraft taking off. There are fewer sensitive properties located west of the Airport than to the east. Further, the Master Plan states that the target landing length of 5,500 feet is the design requirement for accommodating business/corporate jet landings during wet or slippery runway surface conditions. Increasing the available landing length of Runway 25 would meet the Airport safety objective, is consistent with FAA design standards and the Airport mission statement referencing the provision of safe and efficient access to the national air transportation system and general aviation.

Objective 2 - Expand Airport Utility and Efficiency

As discussed in the Master Plan and summarized above, the current landing length of Runway 25 is below the requirements of several commuter turboprops, small air carrier jets, and business/corporate jets. The Master Plan states that based on FAA criteria, the target runway length of 5,500 feet would be appropriate to accommodate business/corporate jets weighing less than 60,000 pounds at 60 percent useful load operating at the Airport. Subsequent discussions with the Airport's users (primarily scheduled air carriers and business/corporate aircraft operators) have confirmed that a minimum of 5,500 feet of Runway 25 landing length is desired. Implementation of the proposed project would correct this deficiency and improve the utility and efficiency of Runway 25 for the range of aircraft identified in the 2004 Master Plan.

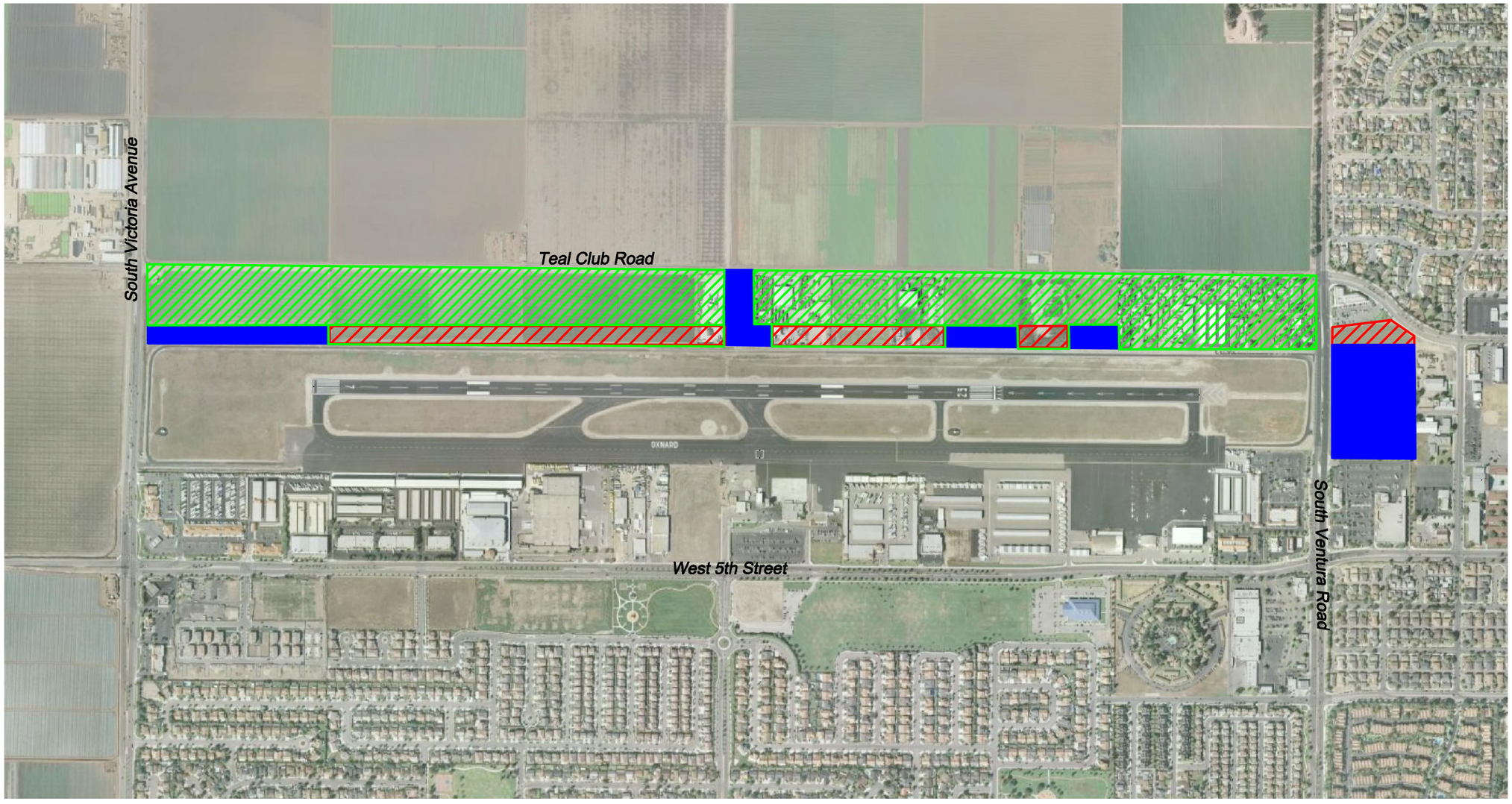


Source: Mead & Hunt, Inc., 2008

Not to Scale

Kimley-Horn and Associates, Inc.

Figure 2-4
Airport Layout Plan



Legend

- Proposed Avigation Easement (Proposed for current determination)
- County Owned
- Future Fee Simple Acquisition (Not proposed for current determination)

Objective 3 – Address Non Standard Designs to Meet FAA Criteria

As discussed above, Oxnard Airport currently has several non-standard design features. The proposed project would allow the following:

Correct Non-standard Runway 25 MALSR

Under the proposed project, the MALSR would be replaced by a standard MALSF installed on the existing Airport property and extended to the east across South Ventura Road onto a portion of an 11.08 acre area acquired in fee simple. Ten acres was purchased in late 2010, the remaining 1.08 acres is subject to purchase.

Expand Part 77 Primary Surface

The current ALP depicts a 1,000 foot wide Primary Surface extending 500 feet both north and south of the Runway 7-25 centerline. As noted, the perimeter fence is currently located 400 feet to the north. Fee simple acquisition of 22.45 acres of land north of the Airport boundary would allow relocation of the current perimeter fence an additional 100 feet to the north. This would be consistent with the FAA Part 77 Primary Surface shown in the current ALP.

Fee simple acquisition would not include the 14 acre area north of the east end of the Airport (between the boundary fence (adjacent to and south of Little Farms Road) and Teal Club Road) affected by the OFA referenced below.

Avoid Future Encroachment with Object Free Area

The OFA standard associated with Airplane Design Group III airplanes is a cleared area centered on the runway with a length beyond the Runway 25 approach end of 600 feet and a width of 800 feet. As noted in the Master Plan, the northeast and southeast corners of the Airport do not currently comply with OFA standards. Several buildings and objects located in these areas (currently under private ownership) adjacent to the Airport violate the OFA standard. Acquisition of proposed 62.5 acre avigation easement would not correct current intrusions within the OFA but would prevent future encroachment (FAR, 1985).

2.4 Discretionary Actions

A discretionary decision is an action taken by a government agency (for this project, the government agency is the County of Ventura) that calls for the exercise of judgment in deciding whether to approve a project. Implementation of the proposed project would require the following specific discretionary approvals:

Initial Study / Mitigated Negative Declaration – Ventura County's Board of Supervisors would be required to adopt the Initial Study / Mitigated Negative Declaration for the proposed project to satisfy the administrative requirements of CEQA.

Environmental Assessment/Finding of No Significant Impact – In August, 2010, the FAA issued a Finding of No Significant Impact (FONSI) to demonstrate National Environmental Policy Act (NEPA) compliance with the proposed fee simple acquisition of a 12.5 acre area east of the Airport, replacement of the MALSR with a MALSF and acquisition of an avigation easement over 84.95 acres located north of the Airport perimeter fence to Teal Club Road. The proposal to acquire 22.45 acres in fee simple north of the Airport to accommodate relocation of the perimeter fence and 62.5 acres in avigation easement also north of the Airport to avoid future encroachment with the OFA would be subject to a separate NEPA review and issuance of a FONSI by the FAA.

MALSF Design Approval – Overall project approval will require FAA approval of the MALSF design.

Plan Review – Prior to commencing with the proposed development, plan/design review and approval would be required from the City of Oxnard and the FAA.

In addition, the proposed development may need to obtain the following non-discretionary permits as part of project implementation:

Easement Conveyance – While not required to implement the perimeter fence and MALSF installation, the County proposes to purchase an avigation easement over 62.5 acres north of the Airport. This may occur as a separate land use action.

3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study evaluates the potential environmental impacts associated with implementation of the proposed project and provides explanations of the responses to the Environmental Checklist found in Section 4 of this document. The Environmental Checklist is based on Appendix G of the CEQA Guidelines and includes a list of questions that correspond directly to the legal standards for preparing EIRs, NDs, and MNDs. The environmental issues evaluated in this Initial Study include the following:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service System

The environmental analysis provided in this section is patterned after the questions in the Environmental Checklist. Under each issue area, a general discussion of the existing conditions is provided. The Environmental Checklist questions are then stated and an answer is provided according to the environmental analysis of the project's impacts. To each question, there are four possible outcomes:

- **No Impact** – The implementation of the proposed project will not have any measurable impact on the environment.
- **Less Than Significant Impact** – The proposed project will have the potential for impacting the environment, although this impact will be below thresholds that may be considered significant.
- **Less Than Significant Impact with Mitigation** – The proposed project will have potentially significant adverse impacts which may exceed established thresholds, although mitigation measures or changes to the project's physical or operational characteristics will reduce these impacts to a level that is considered less than significant. Measures that may reduce potentially significant impacts are identified.

- **Potentially Significant Impact** – The proposed project will have impacts that are considered significant and additional analysis is required to identify mitigation measures that could reduce these impacts to insignificant levels. When an impact is determined to be potentially significant in the preliminary analysis, the environmental issue will be subject to detailed analysis in an EIR.

The references and sources used for the analysis are also identified after each response.

3.1 Aesthetics and Visual Quality

The project area consists of an existing airport and surrounding agricultural, residential, and commercial uses. All portions of the project area have been developed, graded or tilled for agricultural uses.

A. Would the project have a substantial adverse effect on a scenic vista?

No Impact. The project area is not located in proximity to scenic vistas or within a scenic highway corridor. The nearest designated state scenic highway is a segment of Route 33 in northwest Ventura County north of the proposed project area. Relocation of the fence and construction of the new MALSF system east of the airport would not impact views around the project area or impact scenic vistas or a scenic highway corridor (California Scenic Highway Mapping System, 2007).

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. All portions of the project area are within areas that have previously been graded for development, are actively used for agricultural production or developed with commercial/residential uses. There are no scenic resources within the project area. Thus, the project would not substantially damage scenic resources including trees, rock outcroppings, or historic buildings.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The proposed project would have negligible visual effects throughout the project area. Relocation of the northern perimeter fence and installation of a MALSF system would be consistent with uses on and in proximity to airport property.

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

Less than Significant Impact. The proposed project would replace the MALSR system with a MALSF system and extend it across South Ventura Road and into the 11.08 acre area to the east. Runway lights would be extended east consistent with FAA design standards. Changes in airfield lighting would not generally be noticeable offsite. The MALSF system uses sequenced flashing lights that are designed to be visible to pilots on approach for landing. These lights can be visible from passing vehicles; however, they are generally shielded from adjacent roads and uses. In this case, the MALSF lights would be on posts; and thus, above the line of site for motorists traveling on South Ventura Road. Airport lighting associated with the proposed project would have minimal impact on the overall nighttime visual environment for the area surrounding the Airport.

Portions of the northern perimeter fence would shift 100 feet to the north to enclose properties purchased in fee simple and existing County-owned property and may require an extension of the east and west perimeter fences to fill any gaps. The fencing would be replaced with similar chain link material. The fence relocation would be consistent with the context of the airport environment and neighboring commercial/light industrial uses. The proposed project would have a negligible change on the overall visual environment for the area surrounding the Airport.

3.2 Agricultural Resources

Farmland classification within California is maintained by the California Department of Conservation (California Department of Conservation, 2007). The 11.08 acre area located east of South Ventura Road is designated as prime farmland. The area bounded by Airport property to the south, Victoria Road to the west, Teal Club Road to the north and Patterson Road to the east is designated as farmland of statewide importance (Ventura County farmland designation, 2008). As discussed in the Compatible Land Use section of this Chapter, the City of Oxnard General Plan Land Use Map designates the area north of the Airport between Teal Club Road to the north, South Victoria Road to the west and South Ventura Road to the west as Airport Compatible (AC). A portion of the 11.08acre east of the Airport and South Ventura Road is designated Open Space Buffer; the remainder is designated AC. (City of Oxnard General Plan 2030, 2010). Zoning is a mixture of commercial and light industrial uses. Portions of the study area are actively farmed.

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less than Significant Impact. According to the 2008 Ventura County farmland designation, a portion of the project area is designated as prime farmland. The proposed project would not change the designation or use of these areas. The proposed project would place avigation easements on farmland to the north of the airport and purchase the farmland to the east of the airport. The properties are designated in the General Plan as AC and zoned for commercial and light industrial uses. Once acquired, the County will continue to allow farming as a compatible land use and to support revenue generation with a goal of maintaining Airport financial self sufficiency. There would be no impacts to agricultural resources as a result of the proposed project.

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act is California State legislation that allows the creation of agricultural preserves. Ventura County participates in the Williamson Act and allows owners of agricultural land to pay property taxes based on the agricultural production of their properties, rather than the current market value. This encourages ongoing agricultural uses in the County within designated agricultural preserves.

According to the City of Oxnard General Plan Land Use Map the majority of the area around the airport is designated Airport Compatible. It is not within an existing Agricultural Preserve or under a Williamson Act Contract. The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract (City of Oxnard General Plan 2030, 2010).

C. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Less than Significant Impact. As noted above, the proposed project would not change the designation or use of any area. As noted, once acquired, the County will continue to allow farming as a compatible land use and to support revenue generation with a goal of maintaining Airport financial self sufficiency.

3.3 Air Quality

The proposed project area is in the City of Oxnard, in Ventura County, California, and lies within the South Central Coast Air Basin (SCCAB). Oxnard's climate, like all of Southern California, is largely controlled by a semi-permanent high pressure center and the moderating effects of the Pacific Ocean. The city of Oxnard is located on a flat coastal plain and situated in a Mediterranean (dry subtropical) climate zone. Oxnard experiences mild and relatively wet winters, and warm, dry summers. Onshore breezes keep Oxnard and other coastal communities cooler in summer and warmer in winter than those further inland. The average mean temperature is 61°F (16°C). The average minimum temperature is 52°F (11°C) and the average maximum temperature is 69°F (21°C). Generally the weather is cool and dry, with 354 days of sunshine annually. The average annual precipitation is 15.62 in (397 mm).

The proposed project is within the South Central Coast Air Basin (SCCAB) which encompasses Ventura, Santa Barbara and San Luis Obispo Counties. Air quality within Ventura County is managed by the Ventura County Air Pollution Control District (VCAPCD) and to a lesser extent, the California Air Resources Board (CARB). Currently, Ventura County is designated a moderate non-attainment area for the state 1-hour ozone standard and the federal 8-hour ozone standard. Further, the state standard for particulate matter (PM) 10 and 2.5 is also exceeded (VCAPCD, 2009). Federal and state air quality standards are shown in Table 3-1: National Ambient Air Quality Standards. Federal and state attainment status is shown in Table 3-2: Federal and State Attainment Status for the South Central Coast Air Basin.

Table 3-1: National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	---	Motor vehicles.
	8 hours	0.07 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Average	0.03 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.01	
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	0.075	Large industrial plants that burn sulfur containing fuels such as coal and oil.
	24 hours	0.04 ppm	0.14 ppm	
Suspended Particulate Matter (PM_{10} $PM_{2.5}$)	Annual Geometric Mean	30 ug/m^3 (PM_{10})	---	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 ug/m^3 (PM_{10}) 12 ug/m^3 ($PM_{2.5}$)	15 ug/m^3 ($PM_{2.5}$)	
	24 hours	50 ug/m^3 (PM_{10})	150 ug/m^3 (PM_{10}) 35 ug/m^3 ($PM_{2.5}$)	

Ppm= parts per million; ug/m3= micrograms per cubic meter; mg/m3=milligrams per cubic meter

Source: US Environmental Protection Agency, June, 2010.

Table 3-2: Federal and State Attainment Status for the South Central Coast Air Basin

Pollutant	Federal	State
1-hour O_3	Not Applicable[1]	Nonattainment
8-hour O_3	Nonattainment	Proposed Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Attainment	Nonattainment

Notes:

Source: US Environmental Protection Agency Greenbook, January, 2010

[1] The EPA revoked the 1 hour standard on June 15, 2005.

The VCAPCD sets and enforces regulations for stationary sources in the basin and develops and implements Transportation Control Measures (TCM). The CARB is charged with controlling motor vehicle emissions. CARB establishes legal emission rates for new vehicles and is responsible for the vehicle inspection program. Other important air quality management agencies for the basin include the U.S. Environmental Protection Agency (EPA) and the Southern California Association of Governments (SCAG). The EPA implements the provisions of the federal Clean Air Act, which establishes ambient air quality standards that are applicable nationwide. In areas that are not achieving the standards, the Clean Air Act requires that plans be developed and implemented to meet the standards. The EPA oversees the efforts in this air basin and ensures that appropriate plans are developed and implemented. The primary agencies responsible for writing the plan are SCAG and the VCAPCD.

Ventura County Air Quality Management Plan

As discussed, Ventura County is designated a non-attainment area for the federal 8-hour ozone standard; thus, an Air Quality Management Plan (AQMP) was prepared to identify methods and strategies that will be implemented to meet attainment requirements (Ventura County AQMP, 2007). The 2007 AQMP, adopted in May, 2008, is the most recent document and focuses on attaining the federal 8-hour ozone standard. The AQMP is a component of the State Implementation Plan (SIP) which was developed by CARB to address ozone statewide.

Ventura County APCD Regulations

Ventura County is designated a serious nonattainment area for ozone. Both Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC's)/Reactive Organic Gases (ROG's) are ozone precursor emissions. To reduce overall ozone concentrations within the Ventura County nonattainment area, the AQMP and VCAPCD Rule 76 limit NOx and/or VOC emission to 25 tons per year for stationary sources.

Because the state standards for particulate matter 10 and 2.5 (i.e., particulate matter less than 10 and 2.5 microns in diameter, respectively) are also exceeded, the VCAPCD has developed rules to reduce overall particulate emissions within the County. For the purpose of the proposed project, these rules focus on minimizing fugitive dust emissions from various sources including construction activities (Regulation IV, Rule 55) (Ventura County Air Pollution Control District, 2009).

General Conformity and Baseline Emissions

As the Lead Agency under CEQA, the County is required to assure that the proposed project "conforms" to the relevant SIP. This entails determining whether emissions generated by the proposed project are consistent with the state's plan to meet the federal air quality standards. Actions subject to conformity are divided into two categories: transportation conformity and general conformity. A transportation conformity determination is required for any highway or transit project which is proposed to receive federal funding assistance and/or approval. General conformity applies to all other actions in non-attainment or maintenance areas not covered by transportation conformity. General conformity is determined by comparing the difference between baseline or existing conditions and changes in emissions associated with a proposed project. Baseline emissions for current Airport operations were developed using the Emissions and Dispersion Modeling System (EDMS) Version 5.1.2 (November 06, 2009) based on the 2010 TAF for Oxnard Airport developed by the FAA and shown in Table 2-1. Baseline (2010) emissions are shown in Table 3-3: Baseline Emissions.

Table 3-3: Baseline Emissions

	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Pounds per Day	131.8	49.6	4,173	2.07	2.03
Tons per year	24.058	9.055	761.616	0.378	0.371

Source: EDMS, Version 5.1.2

Actions not exceeding the threshold emission levels remain subject to a general conformity determination if they are regionally significant. The federal action is considered "regionally significant" if the total of direct and indirect emissions of any pollutant from a federal action represents 10% or more of the nonattainment area's total emissions of that pollutant as defined in the AQMP and SIP. Because FAA approval is required for the proposed project, these criteria are applicable.

Greenhouse Gases and Global Climate Change

Fossil-fuel combustion contributes to the accumulation of GHG emissions—carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), O_3[1], and certain human-made hydro fluorocarbons (HFCs) and perfluorocarbons (PFCs)—in Earth's atmosphere. In recent years, it has been suggested that an increase in atmospheric GHGs alters Earth's radiation budget and contributes to an increase in Earth's average surface temperature, condition commonly referred to as global warming. The notion of global warming has been presumed to affect weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, among other things, in a manner commonly referred to as climate change.

Research has suggested that there is a direct link between fuel combustion and greenhouse gas emissions. Aircraft operations associated with airports are the most cited air pollutant source. Like motor vehicles, aircraft engines produce CO2, water vapor (H2O), nitrogen oxides (NOX), CO, oxides of sulfur (SOX), unburned or partially combusted hydrocarbons (also known as VOCs), particulates and other trace compounds. Aviation emissions comprise a small but potentially important percentage of anthropogenic (human-made) greenhouse gases and other emissions that contribute to global warming. The International Panel on Climate Change (IPCC) estimates that global aircraft emissions account for about 3.5 percent of the total quantity of greenhouse gas from human activities (IPCC Report, 2000). In terms of U.S. contribution, the U.S. General Accounting Office (GAO) reports that aviation accounts "for about 3 percent of total U.S. greenhouse gas emissions from human sources" compared with other industrial sources, including the remainder of the transportation sector (23 percent) and industry (41 percent) (Ibid).

The FAA is currently leading or participating in several efforts to clarify the role that commercial aviation plays in greenhouse gases and climate change. The most comprehensive and multi-year program geared towards quantifying climate change effects of aviation is the Aviation Climate Change Research Initiative (ACCRI) funded by FAA and NASA. ACCRI will reduce key scientific uncertainties in quantifying aviation-related climate impacts and provide timely scientific input to inform policy-making decisions. FAA also

[1] Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. For example, chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) are halocarbons that contain chlorine, while halocarbons that contain bromine are referred to as bromofluorocarbons (i.e., halons) or sulfur (sulfur hexafluoride: SF6).

funds Project 12 of the Partnership for Air Transportation Noise & Emissions Reduction (PARTNER) Center of Excellence research initiative to quantify the effects of aircraft exhaust and contrails on global and U.S. climate and atmospheric composition. Finally, the Transportation Research Board's (TRB) Airport Cooperative Research Program (ACRP) prepared a guidebook in September 2008 on preparing airport greenhouse gas emission inventories. As referenced, to date, there is no requirement to quantify GHG emissions as part of a NEPA general conformity analysis.

A. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The proposed project will not result in a change in the fleet mix or increase the capacity of and/or operations at the Airport. Thus, direct emissions associated with the proposed project would be limited to temporary construction activities. To characterize emissions associated with the proposed project, emissions related to both construction and operation were calculated. The EDMS model was used to estimate year 2010 and 2015 Airport operating emissions based on the TAF. EDMS output files are provided for reference in **Appendix B** of this document. Temporary construction emissions (2010) were estimated using the URBEMIS 2007 Version 9.2.4 software developed by the CARB. The URBEMIS model is used to perform emission calculations associated with construction and operation of various types of development projects. An estimate of emissions was performed for construction activities associated with relocating the northern perimeter fence and installation of the MALSF system. The analysis was performed for a General Industrial land use with one acre of total ground disturbance. Data are provided in pounds per day for VOC and NOx, both of which are ozone precursor emissions; carbon monoxide (CO) and Particulate Matter 10 (PM 10) and Particulate Matter 2.5 (PM 2.5). Particulate emissions assume both equipment exhaust and fugitive dust. Total construction emissions are estimated assuming a 90-day construction period. Emission estimates are shown in Table 3-4, Project-Related Emission Estimates.

As shown, VOC and NOx emissions associated with construction are anticipated to exceed the 25 pound per day VCAPCD threshold. This is not considered significant under this criterion because the VCAPCD does not apply construction emissions towards project-related changes in operating emissions. The proposed project would be subject to VCAPCD Regulation IV, Rule 55, for fugitive dust control and the following measures recommended by VCAPCD to reduce NOx emissions associated with construction equipment operation:

- Minimize equipment idling time;
- Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications;
- Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time; and
- Use alternatively fueled construction equipment, such as compressed natural gas(CNG), liquefied natural gas (LNG), or electric, if feasible (Ventura County APCD Air Quality Assessment Guidelines, 2003).

Thus, the proposed project would not delay or impede attainment of ozone standards or conflict with the 2007 AQMP or SIP for the 8-hour federal ozone standard.

Table 3-4: Project-Related Emission Estimates

	VOC	NO_x	CO	PM_{10}	$PM_{2.5}$
Construction Emissions					
Daily*	7.07	52.15	29.63	3.66	3.07
Annual*	636.3	4,693.5	2,666.7	329.4	276.3
Tons per year**	0.32	2.35	1.33	0.16	0.14
Airport Operational Emissions (2010)					
Tons per year	24.058	9.055	761.616	0.378	0.371
Construction and Airport Operational Emissions (tons per year)	24.378	11.405	762.946	0.538	0.511
Exceed Emission Threshold	No	No	No	No	No
Airport Operational Emissions (2015)					
Airport Operational Emissions (tons per year)	24.890	7.519	791.834	0.356	0.353
Exceed Emission Thresholds	No	No	No	No	No

Source: URBEMIS 2007 Version 9.2.4; EDMS, Version 5.1.2.

*Assumes a 90-day construction duration. Data are presented in pounds per day, pounds per year and tons per year.

** VCAPCD emission threshold is 25pounds per day of VOC and/or NOx.

Note: Direct emissions associated with the proposed project would be limited to temporary construction activities.

As discussed, a federal action is considered "regionally significant" if the total of direct and indirect emissions of any pollutant from a federal action represents 10% or more of the nonattainment area's total emissions of that pollutant as defined in the SIP. The Ventura County AQMP referenced above contains ozone precursor estimates for the SCCAB. These data are incorporated into the SIP which addresses ozone statewide. The daily VOC/ROG and NOx emissions for all stationary and mobile sources (including aircraft) in the SCCAB is 49.26 tons and 41.65 tons in 2011 assuming summer conditions (Ventura County AQMP, Appendix C, 2007). Emissions related to the proposed project would not change from existing conditions and are well below the 10 percent criteria. Thus, general conformity requirements would be met. Based on FAA data, flight operations at Oxnard Airport will represent approximately 0.002 percent of all U.S. Aviation activity in 2010 and a similar percentage through the 2015 planning horizon (see Table 2-1) (Federal Aviation Administration, 2010). Therefore, assuming that greenhouse gas emissions occur in proportion to the level of activity, emissions associated with existing and future aviation activity at Oxnard Airport are not expected to be significant. Further, the proposed project is not expected to result in increased operations at Oxnard Airport; thus, no additional operational emissions, including greenhouse gases, would occur as a result of implementation.

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

Less than Significant Impact. The proposed project is not expected to increase the capacity or operations of the Airport but rather would allow the Airport to meet FAA design criteria for existing scheduled commercial aircraft landing on Runway 25 and business jet aircraft that could operate at the Airport under the 2004 Master Plan. There are no indirect emission increases related to operation of the proposed project.

As referenced above, the significance threshold identified in the *Ventura County Air Quality Assessment Guidelines* (October, 2003), is 25 pounds per day of ROC and/or NOx. NOx emissions are anticipated to exceed the 25 pounds per day threshold during project construction. Implementation of the reduction measures identified in Section 3.3A above would reduce overall NOx emissions during construction. Construction related activities would also be required to comply with VCAPCD Regulation IV, Rule 55, for fugitive dust control. Temporary construction emissions would not delay or impede the attainment of ozone standards or conflict with the 2007 AQMP or SIP for the 8-hour federal ozone standard. Emissions associated with operation of the proposed project would not change from baseline conditions defined in Table 3-3.

C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. As defined by the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. As discussed, the proposed project is expected to exceed the NOx standard during construction. NOx emissions can be reduced with implementation of the measures referenced above. The proposed project is not expected to change baseline emissions associated with Airport operations; thus, no cumulative air quality impacts are expected to occur.

D. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact with Mitigation. Sensitive receptors located near the proposed project include residences northeast of the airport. The proposed project would extend the available landing area of the runway to the east but would not increase overall emissions associated with Airport operations. Neighboring receptors would not be exposed to substantial pollutant concentrations during operation. Construction activities would generate pollutants including fugitive dust and off-site transport and exposure to neighboring receptors could occur. Implementation of the following mitigation measures would reduce potential impacts to less than significant.

> ***Mitigation Measure 3.3.D-1:*** All construction contracts shall require that dust control practices and other emission control measures identified by the VCAPCD rules and regulations in effect at the time of the contract be implemented throughout all stages of construction. These include Rule 10 (Permits), Rule 50 (Opacity) and Rule 55 (Fugitive Dust).
>
> ***Mitigation Measure 3.3.D-2:*** Contractor shall post a sign in an unsecured area of the Airport terminal throughout the duration of construction directing air quality complaints to the VCAPCD telephone number (805-654-2797).

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

Less than Significant Impact. Implementation of the proposed project would not involve the handling or use of odorous materials and would not involve uses that could create objectionable odors. Objectionable exhaust odors are not anticipated. During construction, diesel exhaust odor may be noticeable at neighboring properties. However, any transitory exposure would be brief. Thus, no adverse odor impacts are expected during construction.

3.4 Biological Resources

Biological resources within the Area of Potential Effect (APE) are identified in the Habitat Assessment Report (January, 2010) (**Appendix C**). The APE is defined as the area adjacent to and north of the existing northern perimeter fence and the 11.08 acre area to the east of the Airport. These areas could be disturbed during relocation of the perimeter fence and installation of the MALSF. Agricultural land is the dominant land cover throughout the APE. Irrigation equipment is located throughout these areas. Several light industrial facilities and two large disturbed parcels border the northern edge of the airport. The facilities appeared to be part of the adjacent agricultural operations. The disturbed parcel closest to South Ventura Road appears to have been cleared and grubbed recently and has tire tracks throughout. No wetlands were observed within the project area.

Observations of plant and animal species were limited because of the timing of the survey. Species present or identifiable only during the spring or summer months could not be observed. However it is unlikely that any of these species utilize the project area for nesting or foraging as it is actively farmed agricultural land and generally void of suitable habitat. Vegetation in the disturbed parcel included weedy species such as tree tobacco (*Nicotiana glauca*), wild radish (*Raphanus sativus*), five-hook bassia (*Bassia hyssopifolia*), Russian thistle (*Salsola tragus*), bristly ox-tongue (*Picris echioides*), dodder (*Cuscuta* sp.), dwarf nettle (*Urtica urens*), short-pod mustard (*Hirschfeldia incana*), prickly sow thistle (*Sonchus oleraceus*), castor bean (*Ricinus communis*), filaree (*Erodium cicutarium*), and poison hemlock (*Conium maculatum*).

During field reconnaissance, numerous species of birds were observed including logger-head shrike (*Lanius ludovicianus*), rock dove (*Columba livia*), northern harrier (*Circus cyaneus*), white crowned sparrow (*Zonotrichia leucophrys*), house finches (*Carpodacus mexicanus*), Anna's hummingbird (*Calypte anna*), American kestrel (*Falco sparverius*), great blue heron (*Ardea herodias*), and yellow rumped warbler (*Dendroica coronata*) (California Department of Fish and Game. 2009). Notably, a peregrine falcon (*Falco peregrinus*), was also observed perched on a power pole within the project area. However, because the proposed project area is devoid of trees, perches are minimal and consist of fence posts and power lines.

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 Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. According to the Habitat Assessment Report (January 2010), the Airport and surrounding areas have the potential to support the burrowing owl, however no signs of this animal, either direct or indirect (scat, burrows, tracks) were observed. It is unlikely that any flora or fauna designated as threatened and/or endangered by the state or federal government would occur within the APE. There is

minimal nesting and foraging habitat within the APE; thus, the potential for the project to impact threatened and/or endangered species is low.

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, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. The Habitat Assessment Report identifies one man-made irrigation ditch along the northwestern perimeter fence boundary. This irrigation ditch does not provide any riparian habitat and there was no riparian habitat within the APE. No impacts to riparian habitat or other sensitive natural communities would occur with implementation of the proposed project.

C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Per the Habitat Assessment Report, no jurisdictional wetlands occur within the APE. No impacts to federally protected wetlands would occur with implementation of the proposed project.

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?

No Impact. The APE is primarily developed and/or disturbed and provides only marginal foraging habitat. Therefore, no established native resident or migratory wildlife corridors have been identified in the vicinity of the project. The proposed project will not substantially interfere with the movement of any native or resident migratory species or their corridors, or impede the use of known native wildlife nursery sites.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact with Mitigation. There are no biological resource policies or ordinances applicable to the project area. No trees will be removed/relocated as part of the project. The proposed project could affect birds nesting within proximity to the area of disturbance if they are present when construction begins. Removal of active nests during the nesting season (approximately February 15 to September 1) is prohibited under the federal Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. As a precautionary measure, the following mitigation measures would be implemented to avoid or minimize impacts to nesting birds:

Mitigation Measure 3.4.E1: If removal of trees and shrubs is to be done during the nesting season (February 15 to September 1), all trees and other suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating construction related activities. A preconstruction survey would be conducted no more than 14 days prior to the start of work. If no nests are observed, construction activities should be initiated within 14 days. If more than 14 days pass and construction has not been initiated, another survey would be required.

Mitigation Measure 3.4.E-2: If during the breeding season, an active nest is discovered in a tree or shrub to be removed, the tree or shrub shall be protected using orange construction fence or the

equivalent. The protective fencing shall be placed around the tree or shrub at the following distance depending on species: 25 feet from the drip line of the tree or shrub for passerines and non-raptors; 300 feet from the drip line of the tree for raptors. No parking, storage of materials, or work would be allowed within this area until the end of the breeding season or until the young have fledged, as determined by a qualified biologist.

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

No Impact. The project is not within an adopted Habitat Conservation Plan or Natural Community Conservation Plan area.

3.5 Cultural Resources

Cultural resources, which are protected under the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resources Protection Act of 1979, include the non-renewable remains of past human use of an area. Cultural resources can include both archaeological resources and ethnographic resources. Archaeological resources consist of architectural remains, isolated features such as rock piles, hearths (fire pits), or scatters of artifacts (pottery or rock fragments). Ethnographic resources are often less tangible as they define materials, places, or things used by living communities.

A Cultural Resources Survey as well as a Paleontological Resources Assessment Report for the Oxnard Airport Land/Easement Acquisition Project (December 2009) were conducted by SWCA Environmental Consultants (SWCA) and are provided as **Appendix D and E** to this document. The Area of Potential Effect (APE) identified for the cultural resources survey includes all land between the northern boundary fence and Teal Club Road to the north, South Victoria Avenue to the west and South Ventura Road to the east. The 11.08 acre to the east of the Airport is also within the APE. At the request of SWCA, the South Central Coastal Information Center (SCCIC), located at the California State University, Fullerton, conducted a cultural resources records search using the California Historical Resources Information System (CHRIS) for Ventura County. The purpose of the records search was to determine whether the APE had been the subject of earlier cultural resources studies and whether cultural resources had been previously recorded in or near the APE. Information regarding archaeological sites, historical resources and studies within a one-mile radius of the study area was compiled. In addition to a review of official maps and records, the following sources of information at the SCCIC were consulted as part of the records search:

- National Register of Historic Places-listed Properties (2008)
- California Register of Historical Resources
- California Inventory of Historical Resources (2009)
- California State Historical Landmarks (1996 and updates)
- California Points of Historical Interest (1992 and updates)
- Office of Historic Preservation Historic Property Directory and Determinations of Eligibility (2008).

The SCCIC record search indicated that there are no previously recorded cultural resources within the direct APE. Within one-mile of the APE, there are 130 properties listed in the National Register of Historic Places

(which presumably include a portion of the 144 properties in the Henry T. Oxnard National Historic District as established in 1999). In addition, there are 345 properties evaluated for the California Historical Resources Inventory within one-mile of the APE. The technical reports prepared for the proposed project include findings from record and literature searches as well as a pedestrian and vehicle survey of the project area. During the record search, two previous cultural resources studies were identified; however, these studies did not identify any cultural resources within the APE.

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

Less than Significant Impact. Proposed project improvements would occur on previously disturbed areas (agricultural land) on or adjacent to existing airport property. Project related improvements would cause relatively minor ground disturbance. As documented in the Cultural Resources Survey, no historic properties or resources are known to occur within the APE; thus, none are anticipated to be impacted by the proposed project. No further historic or archaeological resources work is recommended.

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

Less than Significant Impact. As discussed in the Cultural Resources Survey prepared for the proposed project, the APE has been graded and portions are used for agricultural production. Therefore, the presence of archeological resources within the project area is considered unlikely (Cultural Resources Survey, 2009).

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

Less than Significant Impact. The proposed project area has been disturbed through past grading activities associated with urban development and agricultural uses. Inspection of the project area did not identify the presence of any unique geological features known to contain paleontological resources. Because the project area has been previously disturbed and further disturbances would be limited to relocation of the perimeter fence and MALSF installation, no impact to paleontological resources is anticipated.

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

Less than Significant Impact. The project site is currently an active public airport surrounded by agricultural fields and various commercial and residential developments. No cemeteries are known to have occurred within the APE. Thus, no impact on buried human remains is expected to occur with the proposed project.

3.6 Geology and Soils

Geology

Oxnard Airport is situated on the Oxnard Plain which is located near the western edge of the Transverse Range Province. The Coastal Mountains and the Sierra Nevada Range are located to the north and the peninsular ranges to the south. The study area is comprised of alluvial deposits of silt, sand and gravel, which

extend to a depth of approximately 500 feet below the surface (City of Oxnard General Plan Update, Background Report, 2006).

Soils and Topography

The project area is comprised of deep, alluvial soils.

A. Would the project expose people or structures to potentially substantial adverse effect, including the risk of loss, injury, or death involving:

i. 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?

No Impact. The study area is not located within an Alquist-Priolo Earthquake Study Zone as established by the State Geologist. Review of available literature and field reconnaissance revealed no active fault trace through or near the site. The most regionally active faults are the Oak Ridge, Pitas Point-Ventura, Red Mountain, Acacapa, and Malibu Coast faults, all within 5 to 10 miles of the general area. Although the project area is not located within an Alquist-Priolo zone and no large-magnitude earthquakes greater than 6.0 have occurred historically along other major regional faults, it is situated within a seismically active region and is susceptible to several types of earthquake-related risks, including surface rupture, ground shaking, liquefaction and tsunamis (City of Oxnard General Plan Update, Background Report 2006).

ii. Would the project be subject to strong seismic groundshaking?

Less than Significant Impact. As noted, although the area is not located within an Alquist-Priolo zone or no large-magnitude earthquakes greater than 6.0 have occurred historically along other major regional faults, the area is situated within a seismically active region and is susceptible to several types of earthquake-related risks, including surface rupture, ground shaking, liquefaction and tsunamis.

iii. Would the project be subject to seismic-related ground failure, including liquefaction?

Less than Significant Impact. A surface rupture is a break in the ground's surface and the associated deformation resulting from movement of a fault. Fault activity is classified as active or potentially active. An active fault is one that has had surface displacement within the last 10,000 to 12,000 years (Holocene time) and a potentially active fault is one that has experienced surface displacement during the last 1.6 million years (Quaternary period). No known active faults are present within the general study area. However, active and/or potentially active faults are present in the surrounding region, and some of these may extend into the subsurface beneath the project area.

Liquefaction is an unstable ground condition in which water-saturated soils change from a solid to semi-liquid state because of a sudden shock or strain. Liquefaction may occur in water-saturated sediment during moderate to great earthquakes. Liquefaction conditions occur within the project area for several reasons, including underlying sections of thick alluvial deposits, high groundwater levels (0 feet near the coastline to approximately 40 feet at the northeastern corner of the City of Oxnard), and the potential for strong regional ground shaking. The combination of these factors constitutes a significant seismic hazard in the southern California region, including the project area.

iv. Would the project be subject to landslides?

No Impact. Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. The project area is predominantly flat. There is no obvious threat of landslide within proximity to the project area.

B. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The proposed project site is relatively flat and would remain in this condition after implementation of the proposed project. The majority of the area is covered with vegetation or has been disturbed with pavement or some type of vegetation which has minimized or prevented soil erosion. During project construction, erosion hazards would be reduced through implementation of General Construction Stormwater Permit requirements and VCAPCD Regulation IV, Rule 55, for fugitive dust control.

C. 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?

Less than Significant Impact. The project is not located on a geologic unit or soil that is known to be unstable. It is unlikely that the project would result in a landslide, lateral spreading, subsidence, or collapse. As noted, liquefaction conditions do occur in the project area. The proposed project would not involve the construction of uses susceptible to damage from liquefaction if conditions were to occur.

D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. The project site is not known to be located on expansive soils. Infrastructure associated with the proposed project would not create a substantial risk to life or property should it be affected by expansive soils. Subsidence may be defined as the downward movement of a relatively large amount of land caused by the withdrawal of subsurface water and/or petroleum. Conversely, uplift is the upward movement of a relatively large amount of land caused by the injection of water or petroleum and/or by tectonic forces. Portions of the City of Oxnard are subject to subsidence. No specific occurrences of subsidence are known to have occurred in the project area.

E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would not require the installation or use of septic tanks. No impact would occur.

3.7 Greenhouse Gas Emissions

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

Less than Significant Impact. As discussed in *Section 3.3, Air Quality*, flight operations at Oxnard Airport will represent approximately 0.002 percent of all U.S. Aviation activity in 2010 and a similar percentage through the 2015 planning horizon (see Table 2-1) (Federal Aviation Administration, 2010). Therefore, assuming that greenhouse gas emissions occur in proportion to the level of activity, emissions associated with existing and future aviation activity at Oxnard Airport are not expected to be significant. Further, the proposed project is not expected to result in increased operations at Oxnard Airport; thus, no additional operational emissions, including greenhouse gases, would occur as a result of project implementation.

B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. As shown in *Section 3.3, Air Quality*, ozone precursor emissions (ROG and NOx) (i.e., Greenhouse Gas (GHG) emissions) associated with construction are anticipated to be under the 50

ton annual federal threshold and 25 ton annual VCAPCD threshold. However, the 25 pound per day VCAPCD threshold would be exceeded for NOx during construction. This is not considered significant under this criterion because the VCAPCD does not apply construction emissions towards the 25 ton per year project operating threshold discussed in Section 3.3 of this document. Implementation of measures identified in Section 3.3 to reduce NOx emissions during construction and Mitigation Measures 3.3.D1 and 3.3.D2 would minimize GHG and related emissions associated with the proposed project. Thus, the proposed project would not delay or impede attainment of ozone standards or conflict with the 2007 AQMP or SIP for the 8-hour federal ozone standard.

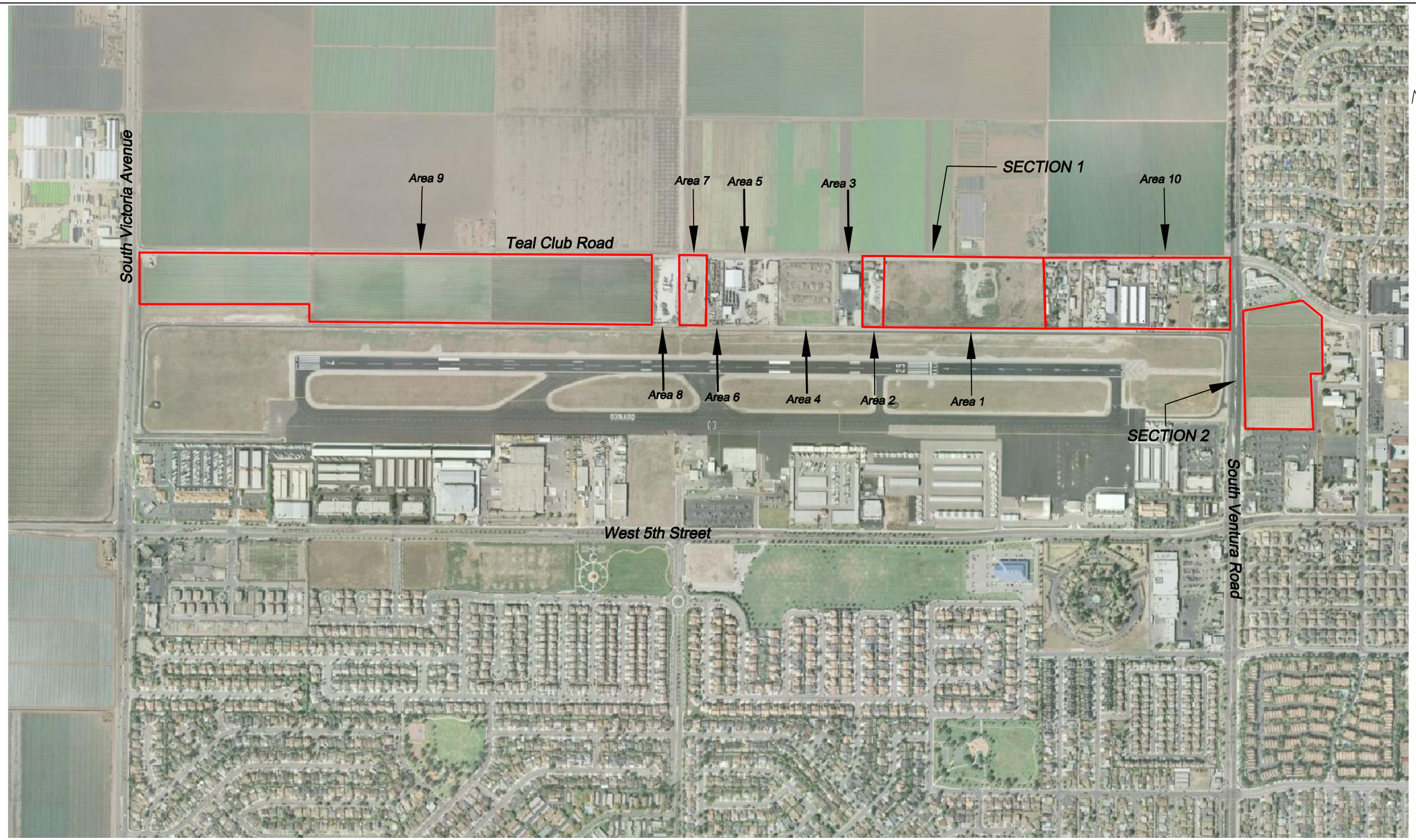
Further, as discussed above, a federal action is considered "regionally significant" if the total of direct and indirect emissions of any pollutant from a federal action represents 10% or more of the nonattainment area's total emissions of that pollutant as defined in the SIP. The Ventura County AQMP referenced above contains ozone precursor estimates for the SCCAB. These data are incorporated into the SIP which addresses ozone statewide. The daily VOC and NOx emissions for all stationary and mobile sources (including aircraft) in the SCCAB is 49.26 tons and 41.65 tons in 2011 assuming summer conditions. Emissions related to the proposed project are well below the 10 percent criteria; thus, general conformity requirements are met. The proposed project would not conflict with plan, policy or regulations adopted for the purpose of reducing greenhouse gases. As referenced, implementation of measures identified in Section 3.3 to reduce temporary emissions during construction would reduce construction-related NOx emissions.

3.8 Hazards and Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was performed in January, 2010, and updated in April, 2010 **(Appendix F)** for the properties comprising the proposed project area. The purpose of the ESA was to identify the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, past release, or a material threat of a release that impact or could impact the parcels subject to fee simple acquisition or avigation easement purchase. The potential environmental liabilities are referred to as Recognized Environmental Conditions (RECs) as defined in American Standard for Testing Materials (ASTM) E 1527-05. A REC is defined as a site or area within a site that, based on the Phase I review, may merit additional investigation. It is does not indicate or imply that hazardous materials are present.

For the purpose of this investigation, the study area was divided into two sections: Section 1 includes all parcels proposed for fee simple acquisition and avigation easement north of the Airport along the south side of Teal Club Road; Section 2 includes parcels east of the Airport recently acquired (10 acres) and proposed for fee simple acquisition (1.08 acres). Section 1 was divided into sub Areas to aid in the field investigation. Section 1 (including sub Areas) and Section 2 of the Phase I ESA study area are shown in Figure 3-1, Phase I ESA Study Area.

As part of the ESA review, an Environmental Data Resources (EDR) database search included all parcels within one-quarter mile around the Airport property. Field visits were performed in December, 2009, and April, 2010, to examine those parcels proposed for fee simple or avigation easement acquisition. Areas 1, 2, 7 (County-owned parcel) 9 and portions of Area 10 were accessible as was all of Section 2. Areas 3, 4, 5, 6 and 8 in Section 1 were not accessible because they were either fenced with a locked gate, visibility was blocked, or the owners denied access. The data for each are summarized below and provided in the Phase I ESA (Appendix F).



Legend

Properties within Study Area

The past and current agricultural land uses in Section 1 and Section 2 are defined as a REC based on the customary and legal application of herbicides, pesticides, and fertilizers in conjunction with agricultural land use and the related potential for soil contamination. This is a standard finding consistent with ASTM criteria and does not imply that these or any other chemicals are present within the soil. Further, data collected during this investigation suggests that the following on-site RECs are also present in association within the study area:

- Stained soil (source likely associated with agricultural land use) in Section 1, Area l, approximately 4' X 30'.
- Stained soil (two locations, source likely associated with agricultural land use) in Section 1, Area 7, approximately 100' X 4' and 30' X 25'.

The following are listed as REC's within one-quarter mile of the current Airport boundary:

- 2889 West 5th Street (840 feet west/southwest of the study area)

  Facilities listed at this address in multiple databases include:

  - Ventura - Oxnard Airport Fuel Farm;
  - Ventura County Oxnard Airport (multiple sites);
  - Oxnard Air Traffic Control Tower;
  - Oxnard Airport Hangar 2;
  - Golden West – Oxnard Airport; and
  - Oxnard Airport- Hangar III.

This address contains landside infrastructure associated with Oxnard Airport operations. The facility is reported as having a leaking underground storage tank (LUST) case with a status of "Open Remediation".

Impacts to groundwater are reported by the State Water Resources Control Board. This facility is a REC for the study area because of its proximity, regulatory status and the potential for groundwater impacts but would not be affected by the proposed project.

- **Westside Plaza Cleaners (50 feet west of the study area).**
  410 South Ventura Road
  The facility and address was verified during field reconnaissance. The facility is considered a REC based on its proximity to the study area and potential groundwater impacts associated with dry cleaner operations. This parcel is not proposed for acquisition.

- **Channel Island Cleaners (500 feet southwest of the study area)**
  505 South Ventura Road
  The facility and address was verified during field reconnaissance. The facility is considered a REC based on its proximity to the study area and potential groundwater impacts associated with dry cleaner operations. This parcel is not proposed for acquisition.

- **Fremont Cleaners (0.35 miles northeast of the study area)**
  690 South Ventura Road
  This facility is reported as a Spills Leaks Investigation and Cleanup (SLIC) site with a status of "Open Site Assessment". According to the State Water Resources website, this facility needs continued remediation to define the full extent of groundwater contamination at the property. This facility is a REC based on the open site assessment status, the direction of groundwater flow (toward the study area), and the potential for groundwater impacts. This parcel is not proposed for acquisition.

- **Proodos Properties Inc. (AKA Roto Aids, Inc) (Section 1, Area 2)**
  2200 Teal Club Road
  The address was verified during field reconnaissance. The EDR report lists the facility as having a LUST case with a closure date of 3/28/96. The facility is considered a REC as it is proposed for acquisition and has the potential for unreported releases and associated groundwater impacts. There is no visible evidence to indicate that these conditions exist on-site.

- **Chevron #9-3813 (370 feet southwest of the study area)**
  1501 West 5th Street
  The address was verified during field reconnaissance (the facility is a 7- Eleven convenience store). The EDR report lists the facility as a LUST with a closure date of 7/31/02. This facility is considered a REC based its proximity to the site and potential unreported releases and associated groundwater impacts. This parcel is not proposed for acquisition.

- **Hiji Brothers (2) (50 feet north of the study area)**
  3255 Teal Club Road
  The facility and address were verified during field reconnaissance. The EDR report lists the facility as having an underground storage tank (UST). According to the EDR report there are three USTs which were installed in 1984. This parcel is not proposed for acquisition but is considered a REC based on proximity, the age of the USTs, the potential for leaks and associated groundwater impacts. There is no visible evidence to indicate that these conditions exist on-site.

- **Dullam Ranch (70 feet northwest of the study area)**
  195 South Victoria Avenue
  The address was verified during field reconnaissance. The EDR report lists the facility as having UST(s). According to the EDR report there are four USTs which were installed in 1984. This facility is considered a REC based on its proximity to the study area, age of the USTs and the potential for leaks and the associated groundwater impacts. This parcel is not proposed for acquisition.

- **Fremont (Historic REC 765 feet southwest of the study area)**
  1570 West 5th Street
  The EDR report lists the facility as a historic dry cleaner. The facility is considered a REC based on proximity as it relates to dry cleaners and potential groundwater impacts. This parcel is not proposed for acquisition.

- **Peacock (Historic REC 480 feet southwest of the study area)**
  1574 West 5th Street
  The EDR report lists the facility as a historic dry cleaner. The facility is considered a REC based proximity to the site as it relates to drycleaners and potential groundwater impacts. This parcel is not proposed for acquisition nor would it be affected by the proposed project.

A. Would the project create a significant hazard to the public, or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The proposed project would not facilitate the transport of hazardous materials nor would such materials be used by or disposed of on or in proximity to the project site.

B. Would the project create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. The proposed project is intended to enhance the overall safety of airport operations. The project would not create conditions that could foreseeably cause or contribute to accidents or upset involving hazardous materials.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools located within one-quarter mile of the proposed project. The nearest school is Oxnard High School which is located over one mile to the north.

D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant with Mitigation. The proposed project would involve fee simple acquisition and ground disturbing activities in both Sections 1 and 2. Areas subject to avigation easement would not be disturbed. As referenced herein, the past and current agricultural land uses within Section 2 are defined as a REC based on the customary and legal application of herbicides, pesticides, and fertilizers in conjunction with agricultural land use and the related potential for soil contamination. The Phase I recommended preparation of a Phase II Environmental Site Assessment to sample soils in Section 2 and perform chemical analyses of these soil samples. The Phase II was subsequently prepared and the findings are presented in the Site Investigation Report, Oxnard Airport Proposed Relocation of the Displaced Threshold on Runway 25, Oxnard, California (November, 2010) and provided for reference in **Appendix G** of this document. While pesticide constituents are present within the soil, they are not in high enough concentrations to warrant further investigation based on the proposed use of the property (Site Investigation Report, 2010). Thus, the presence of chemical constituents in the soil would not create a significant hazard to the public or environment.

Hazardous material issues in Section 1 are summarized as follows:

Area 1 - Stained soil likely associated with agricultural land use is present north of 100 foot area proposed for fee simple acquisition. Further investigation is recommended north of the 100-foot fee simple acquisition boundary to characterize this material.

Area 2 – This area contains a closed LUST case. No hazardous material impact is anticipated. No further review is recommended.

Area 3 – This is a REC based on the potential presence of unknown or undocumented materials stored on-site. Further investigation is recommended.

Area 4 – This is a REC based on the potential presence of unknown or undocumented materials stored on-site. Further investigation of this area is recommended.

Area 5 – This is a REC based on the potential presence of unknown or undocumented materials stored on-site. Further investigation is recommended.

Area 6 – This is a REC based on the potential presence of unknown or undocumented materials stored on-site. Further investigation is recommended.

Area 7 – This is a County owned parcel. No further investigation is recommended.

Area 8 – This is a REC based on the potential presence of unknown or undocumented materials stored on-site. Further investigation of this area is recommended.

Area 9 - No hazardous material impact is anticipated within Area 9. No further investigation of this area is recommended.

Area 10 – This is a REC based on the potential presence of unknown or undocumented materials stored on-site. Further investigation is recommended.

Hazardous materials may be present within the area proposed for fee simple acquisition based on the findings summarized above. Implementation of the mitigation listed below would minimize or reduce potential hazardous materials impacts associated with the proposed project to less than significant.

> ***Mitigation Measure 3.8.D-1:*** Prior to the fee simple acquisition of any property located north of the existing Airport boundary, the County will prepare an updated Phase I Environmental Site Assessment/Environmental Due Diligence Audit (EDDA) to thoroughly characterize conditions on each parcel and recommend the appropriate course of action consistent with Chapter 13, Section 3(c) of the *FAA Desk Reference for Environmental Actions, October, 200, and FAA Advisory Circular (AC) 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, and FAA Order 1050.19, Environmental Due Diligence Audits in the Conduct of FAA Real Property Transactions.* Implementation of this mitigation measure will reduce potential impacts to below a level of significance.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Less than Significant Impact. The proposed project is consistent with the Oxnard Airport Land Use Plan. The project would not create a safety hazard for people working or residing near the project area (Ventura County Airport Comprehensive Land Use Compatibility Plan. 2000).

F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project is not located within the vicinity of a private airstrip. Thus, the project would not create a safety hazard for people working or residing near the project area**.**

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

No Impact. The proposed project is increasing the available landing distance to comply with FAA design criteria. The project would not interfere with the implementation of any adopted emergency response or evacuation plan.

H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less than Significant Impact. The project site is not in the vicinity of a wildland area that may contain substantial forest fire risks and hazards. Risk of impact caused by wildland fires is negligible (Ventura County Natural Hazards Disclosure Map, 2000)

3.9 Hydrology and Water Quality

Water supply and quality concerns related to airport development most often relate to the following:

- Potable water supply
- Domestic sewage disposal
- Surface runoff and soil erosion
- Storage and handling of fuel, petroleum products, solvents, etc.

Potable water supply. The Airport is connected to the City of Oxnard public water system. The City obtains water from the Calleguas Water District (CWD), the United Water Conservation District and City wells. The City provides water under a Water Master Plan which addresses system capacity and water supply management needs and programs (Oxnard Department of Public Works (publicworks.cityofoxnard.org), 2009).

Domestic sewage disposal. Wastewater generated by landside facilities at the Airport are currently treated at the Oxnard Wastewater Treatment Plan. The facility is operated by the City of Oxnard Public Works Wastewater Division (Oxnard Department of Public Works (publicworks.cityofoxnard.org), 2009).

Surface runoff and soil erosion. Impervious surfaces such as rooftops and paved parking lots, roadways, and runways, all contribute to surface water runoff. This type of runoff is classified as nonpoint source pollution because it flows across a surface in sheets rather than from a specific point. Rainstorms cause the oil, grease, and other chemicals which have accumulated on the paved surfaces to wash off into the surrounding soils or drainage system, similar to runoff from roadways and parking lots. This type of runoff can affect water quality by carrying sediment and chemical contaminants into nearby waterways.

The Airport has three distinct drainage areas as defined in the 1996 Storm Drain Master Plan Study. The first drainage encompasses the southerly region of the Airport which parallels West 5th Street. The second drainage is located in the interior of the Airport, and the third drainage covers the areas along the northern boundary of the Airport. Drainage east of the airport is collected in a stormwater system along South Ventura Road and conveyed into the system on West 5th Street. Drainage west of the airport is collected along swales parallel to Victoria Avenue (Oxnard Storm Drain Master Plan Study, 1996).

Storage and handling of fuel, petroleum products, solvents, etc. The airport currently provides all fueling services to airlines and general aviation aircraft through its Fixed Base Operators. The aviation fuel farm is located in the eastern portion of the airfield and consists of four underground storage tanks. These tanks were installed in December 1998, and replaced the infrastructure that had previously been in operation (Master Plan, 2004).

A. Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system during storm events. The proposed project would not generate wastewater requiring off-site discharge and treatment. The proposed project would require compliance with the State Water Resources Control Board Construction Permit (CAS000002) to minimize or avoid increased sedimentation associated with stormwater runoff during construction. The project is expected to disturb less than one acre during construction; thus, compliance with provisions of the Ventura Countywide Stormwater Quality Management Program Order RF-2010-0108 would be required. Order RF-2010-0108 requires preparation of a Stormwater Pollution Control Plan (SWPCP) as defined in Ordinance 4142 and National Pollution Discharge Elimination System (NPDES) amended permit CAS004002 (July 8, 2010) for construction projects disturbing less than one acre. Compliance with Best Management Practices (BMP's) within the SWPCP will avoid and minimize any expected violations of water quality standards or waste discharge requirements. Water quality impacts are expected to remain less than significant.

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

Less than Significant Impact. Implementation of the proposed project would not increase demand for potable or irrigation water. The impervious surface created by the proposed project would be limited to the concrete used to install fence posts or the MALSF mounting poles. Thus, groundwater recharge occurring within the study area would not be affected.

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 which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The proposed project would not alter any existing drainage patterns within the project area or the course of a stream or river. Implementation of stormwater BMP's required by the General Construction Permit would minimize erosion or siltation that may occur as a result of the proposed project.

D. 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, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. Development of the proposed project would not alter existing drainage patterns or affect flows within downstream rivers, streams, or channels. As noted, the impervious surface would be limited to the concrete associated with the fence posts and MALSF mounting poles. This would not increase the rate or amount of surface runoff which would cause or contribute to flooding on or off site.

E. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As noted, the impervious surface would be limited to the concrete associated with the fence posts and MALSF mounting poles. Stormwater runoff is not expected to increase over existing conditions; thus, off-site drainage systems would not be affected.

F. Would the project otherwise substantially degrade water quality?

Less than Significant Impact. Compliance with General Construction Permit and NPDES requirements would reduce potential off-site water quality and quantity impacts to less than significant levels.

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

No Impact. The Oxnard Airport is located within the Santa Clara River floodplain. The main river channel is located approximately 3 miles to the north. According to a review of the Flood Insurance Rate Map (FIRM) for Ventura County (06111C0905E, effective date January 20, 2010) the project area is within Zone X. Zone X is outside the 0.2% (500-year) and 1% (100-year) annual chance floodplain. No housing is associated with the proposed project.

H. Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. According to Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA), the project is not located in any special flood hazard areas. Implementation of the proposed project would not involve the construction of housing or other structures in a 100-year flood hazard area.

I. 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?

No Impact. No levees or dams are located in proximity to the project area. The nearest dam is the Taylor 2 dam which is located approximately 12 miles northwest of the Airport and operated by the Ventura County Department of Public Works as a flood control facility.

J. Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A tsunami is a rapidly moving wave or series of waves caused by earthquakes or undersea landslides. Given its location along the Pacific Ocean coastline, the City of Oxnard could potentially be struck or impacted by a tsunami; however, the 2005 *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County, California,* considers this hazard to pose a remote threat to life and property in Ventura County due to the low likelihood of occurrence.

Seiches are oscillating waves in enclosed or partially enclosed bodies of water (e.g., lakes, bays, or gulfs) for varying lengths of time as a result of seismic or atmospheric disturbances. There are no large open water bodies in proximity to the project area that may pose a seiche hazard. Per the Oxnard 2030 General Plan, Channel Islands Harbor and Mandalay Bay west of the project site could potentially be impacted by seiches. The project area is also not located on or immediately adjacent to hillside areas that may present mudflow hazards. Implementation of the proposed project would not expose users or the public to the risk of significant loss, injury, or death involving flooding, as a result of seiche, tsunami, or mudflow (City of Oxnard General Plan Update, Background Report 2006.)

3.10 Land Use and Planning

The Oxnard Airport, while owned and operated by the County of Ventura, is located within the City of Oxnard. Thus, land use decisions regarding the Airport and surrounding land are subject to compliance with the City of Oxnard zoning regulations and 2030 General Plan which was adopted in January, 2010. Other documents used to manage land use decisions are the 2004 Oxnard Airport Master Plan and Airport Land Use Plan. These documents are summarized below. The Airport is not located within the Coastal Zone Boundary; therefore, plans and/or policies related to this issue are not discussed herein.

City of Oxnard 2030 General Plan

The City of Oxnard 2030 General Plan designates the Airport runway and adjacent taxiways as public/semi-public. Land surrounding the active Airport within the study area is designated Airport Compatible (AC) (City of Oxnard 2030 General Plan, 2009). The public/semi-public designation is intended to accommodate public and quasi-public uses; public buildings and facilities owned by government agencies. The AC designation supports low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of people to hazards from aircraft. Uses intended within this designation do not have to be dependent on or related to the airport. These land use designations are compatible with existing airport operations.

City of Oxnard Zoning Code

Chapter 16 of the City of Oxnard codified ordinances contains the city's zoning code (City of Oxnard Zoning Map, September 2009). The zoning code is the implementation tool for the General Plan. Land within the study area is designated a mixture of commercial, business park, and light industrial/ manufacturing. Single-family residential zoned land is located east of Runway 25 and in the northeast corner of the existing Airport property. The 11.08 acre area to the east of South Ventura Road is designated General Commercial. Land immediately to the west across Victoria Road, while not in the study area, is designated Community Reserve. Zoning designations appear consistent with existing uses within the study area. The residential zoning is not consistent with Airport operations; however, it is located on Airport property and would not be developed or otherwise affected by the proposed project. The County is not proposing to change land use or otherwise develop uses that would be inconsistent with airport operations.

Specific Plans

There are no Specific Plans that govern the Oxnard Airport. The closest Specific Plan defined in the 2030 General Plan is the Teal Club Specific Plan which is located northeast of the Teal Club Road and Patterson Road intersection. The Specific Plan is proposed and has not been adopted by the City of Oxnard (City of Oxnard 2030 General Plan, 2010). The Teal Club Specific Plan would accommodate commercial uses which would generally be compatible with airport operations. The Teal Club project site is located within the Oxnard Airport Sphere of Influence; thus, land use decisions would require review and approval by the Oxnard Airport Authority and be subject to project specific evaluation of applicable land use rules and regulations.

Airport Land Use Compatibility Plan for Ventura County

California Public Utilities Code Section 21670 *et. seq*. requires the County Board of Supervisors to establish an Airport Land Use Commission (ALUC) to oversee operations of all airports within the county that operate for the benefit of the general public. State law also allows the Board of Supervisors to authorize an appropriately designated body to fulfill ALUC responsibilities. In Ventura County, the Board of Supervisors designated the Ventura Transportation Commission to act as the ALUC for the County. Section 21675 requires ALUC's to develop a comprehensive land use plan for the area surrounding each public use airport. The most recent Airport Comprehensive Land Use Compatibility Plan (ACLUP) was adopted July 7, 2000 and addresses Oxnard, Camarillo, Santa Paula, and Point Mugu airports. The intent of the ACLUP is to protect the public from adverse effects of aircraft noise, ensure that people are not concentrated in areas susceptible to aircraft accidents and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. Implementation of the ACLUP is intended to promote compatible urban development in the vicinity of the County's airports which will allow continued operation of the airports. Three areas of compatibility are considered:

- Compatibility of surrounding land uses with airport noise levels;
- Compatibility of surrounding land uses with respect to the safety of persons on the ground and onboard aircraft making controlled crash landings; and
- Protection of airspace needed for safe air navigation near airports.

Land use designations within the airport environment are divided into three areas: the Inner Safety Zone, the Outer Safety Zone and Traffic Pattern Zone (TPZ). The Inner Safety Zone corresponds to the Runway Protection Zone (RPZ) that extends off each end of the runway; the Outer Safety Zone corresponds to the area between the RPZ and Part 77 horizontal surfaces; the TPZ extends 4,000 feet out from either side of the runway centerline and is intended to address land use within the area subject to frequent over flights and touch and go traffic. These zones are intended to guide land use decisions within areas directly affected by airport operations.

Oxnard Airport Master Plan 2004

The 2004 Oxnard Airport Master Plan was prepared to provide guidance for future development that address aviation demand and is compatible with environmental resources on and in proximity to the Airport property. The 2004 Master Plan was prepared to update the 1996 Draft Airport Master Plan. The 1996 Plan; however, was never officially adopted. The 2004 Master Plan is the guidance document for decisions regarding improvements at Oxnard Airport. The Master Plan and approved ALP provides a number of recommendations within the short, mid and long-term planning horizons. These improvements focus on safety, security and compatibility with projected demand and FAA design criteria (see Project Description and Purpose and Need Statement).

With the exception of relocating the Displaced Threshold, all proposed improvements are included in the 2004 Master Plan. As discussed in Chapter 1, the County has revised the ALP to include the proposed Displaced Threshold relocation. With incorporation of the revised ALP, the project would be consistent with the 2004 Master Plan.

A. Would the project physically divide an established community?

No Impact. The proposed project would lengthen the available landing area of the existing runway to comply with FAA design criteria. This would be accomplished by extending avigation easements over surrounding areas to the north and replacing the MALSR with a MALSF system installed on a portion the 11.08 acre area across South Ventura Road to the east. No established community would be divided by the proposed project.

B. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

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

C. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project is not within any habitat conservation plan or natural community conservation plan.

3.11 Mineral Resources

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is not located within or adjacent to an area identified as having significant aggregate, oil, or mineral resources. There are no mining activities on or near the site. Thus, no impact to known regionally valuable mineral resources would occur as a result of the proposed project (City of Oxnard General Plan, 2010).

B. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less than Significant Impact. The project site is not located within or adjacent to a locally important mineral resource recovery site. Resources required for the proposed project would be limited to the concrete needed to support the fence and MALSF posts. Anticipated consumption of concrete is not expected to represent a significant amount of mineral resources, when compared to available resources and the cumulative demand for these resources by construction activities in the region (City of Oxnard General Plan, 2010).

3.12 Noise

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound typically associated with human activity and that interferes with or disrupts normal activities. The human environment is characterized by a certain consistent noise level which varies with each area. This is called ambient noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting, time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz), whereas intensity describes the sound's loudness and is measured in decibels (dB). Decibels are measured using a logarithmic scale. A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB. The average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness; this relation holds true for sounds of any loudness. Sound levels of typical noise sources and environments are provided in Table 3-5.

Because of the logarithmic nature of the decibel unit, sound levels cannot be added or subtracted directly and are somewhat cumbersome to handle mathematically. A simple rule is useful, however, in dealing with sound levels. If a sound's intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. Thus, for example, 60 dB + 60 dB = 63 dB, and 80 dB + 80 dB = 83 dB.

The normal human ear can detect sounds that range in frequency from about 20 Hz to 20,000 Hz. However, all sounds in this wide range of frequencies are not heard equally well by the human ear, which is most sensitive to frequencies in the range of 1,000 Hz to 4,000 Hz. This frequency dependence can be taken into account by applying a correction to each frequency range to approximate the human ear's sensitivity within each range. This is called A-weighting and is commonly used in measurements of community environmental noise. The A-weighted sound pressure level (abbreviated as dBA) is the sound level with the "A-weighting" frequency correction. In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve.

Community Noise Equivalent Level (CNEL) is the primary noise descriptor of Airport Noise Studies in California. CNEL is a 24-hour time-weighted-average noise metric expressed in A-weighted decibels

Table 3-5: Sound Levels of Typical Noise Sources and Noise Environments

Noise Environment	Noise Source (at Given Distance)	A-Weighted Sound Level	Human Judgment of Noise Loudness (Relative to Reference Loudness of 70 Decibels*)
Carrier Flight Deck	Military Jet Takeoff with Afterburner (50 ft)	140 Decibels	128 times as loud
	Civil Defense Siren (100 ft)	130	64 times as loud
	Commercial Jet Take-off (200 ft)	120	32 times as loud **Threshold of Pain**
Rock Music Concert Inside Subway Station (New York)	Pile Driver (50 ft)	110	16 times as loud
	Ambulance Siren (100 ft) Newspaper Press (5 ft) Gas Lawn Mower (3 ft)	100	8 times as loud **Very Loud**
Boiler Room Printing Press Plant	Food Blender (3 ft) Propeller Plane Flyover (1,000 ft) Diesel Truck (150 ft)	90	4 times as loud
Noisy Urban Daytime	Garbage Disposal (3 ft)	80	2 times as loud
Commercial Areas	Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (10 ft)	70	Reference Loudness **Moderately Loud**
Data Processing Center Department Store	Normal Speech (5 ft) Air Conditioning Unit (100 ft)	60	1/2 as loud
Large Business Office Quiet Urban Daytime	Light Traffic (100 ft)	50	1/4 as loud
Quiet Urban Nighttime	Bird Calls (distant)	40	1/8 as loud **Quiet**

Noise Environment	Noise Source (at Given Distance)	A-Weighted Sound Level	Human Judgment of Noise Loudness (Relative to Reference Loudness of 70 Decibels*)
Library and Bedroom at Night Quiet Rural Nighttime	Soft Whisper (5 ft)	30	1/16 as loud
Broadcast and Recording Studio		20	1/32 as loud **Just Audible**
		0	1/64 as loud **Threshold of Hearing**

Source: Compiled by Kimley-Horn and Associates, Inc.

(dBA) which accounts for the noise levels of all individual aircraft events, the number of times those events occur, and the time of day at which they occur. CNEL has three time periods: daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.). To represent the added intrusiveness of sounds occurring during evening and nighttime hours, CNEL 'penalizes' or weights events occurring during the evening and nighttime periods by 5 dBA and 10 dBA, respectively.

Federal Aviation Administration

The FAA has adopted guidelines regarding the compatibility of land uses with various noise levels in the CNEL metric. These guidelines are contained in 14 Code of Federal Regulations (CFR) Part 150. The development of these guidelines establishes a consistent process (for all airports nationwide) for estimating noise compatibility. Table 3-6 identifies the land use compatibility standards for various land uses. It indicates that all land uses are considered to be compatible with airport noise levels less than 65 CNEL. A 1.5 dB increase within the 65 CNEL contour will trigger a significant impact.

Noise-sensitive land uses such as residences and schools are considered non-compatible with a CNEL of 65 dBA or greater in accordance with local guidelines. Where the community determines that residential or school uses must be allowed, acoustical treatments designed to achieve indoor levels of 45 CNEL or less should be incorporated into the structures. Other noise-sensitive land uses such as churches, hospitals, and nursing homes are considered generally compatible with a CNEL of greater than or equal to 65 dBA, provided that their structure is designed with, or contains, adequate measures to achieve reduction in noise levels (i.e., sound insulation). Land uses that are less sensitive to noise, such as office buildings, are considered compatible with a CNEL less than 70 dBA without sound insulation less than 80 CNEL with sound insulation.

Table 3-6: Federal Aviation Administration Land Use Compatibility Guidelines

Land Use	Yearly Community Noise Equivalent Level (CNEL)					
	Less Than 65 Decibels	65-69 Decibels	70-74 Decibels	75-79 Decibels	80-84 Decibels	Greater Than 85 Decibels
Residential						
Residential (Other than mobile homes & transient lodges)	Y	N[1]	N[1]	N	N	N
Mobile Home Parks	Y	N	N	N	N	N
Transient Lodging	Y	N[1]	N[1]	N[1]	N	N
Public Use						
Schools	Y	N[1]	N[1]	N	N	N
Hospitals, Nursing Homes	Y	25	30	N	N	N
Churches, Auditoriums, Concert Halls	Y	25	30	N	N	N
Governmental Services	Y	Y	25	30	N	N
Transportation	Y	Y	Y[2]	Y[3]	Y[4]	Y[4]
Parking	Y	Y	Y[2]	Y[3]	Y[4]	N
Commercial Use						
Offices, Business & Professional	Y	Y	25	30	N	N
Wholesale & Retail Building Mtls, Hardware & Farm Equipment	Y	Y	Y[2]	Y[3]	Y[4]	N
Retail Trade – General	Y	Y	25	30	N	N
Utilities	Y	Y	Y[2]	Y[3]	Y[4]	N
Communications	Y	Y	25	30	N	N
Manufacturing & Production						
Manufacturing, General	Y	Y	Y[2]	Y[3]	Y[4]	N
Photographic and Optical	Y	Y	25	30	N	N
Agriculture (Except Livestock) & Forestry	Y	Y[6]	Y[7]	Y[8]	Y[8]	Y[8]
Livestock Farming & Breeding	Y	Y[6]	Y[7]	N	N	N
Mining & Fishing, Resource Production & Extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor Sports Arenas, Spectator Sports	Y	Y[5]	Y[5]	N	N	N
Outdoor Music Shells, Amphitheaters	Y	N	N	N	N	N
Nature Exhibits & Zoos	Y	Y	N	N	N	N
Amusement, Parks, Resorts, Camps	Y	Y	Y	N	N	N

Land Use	Yearly Community Noise Equivalent Level (CNEL)					
	Less Than 65 Decibels	65-69 Decibels	70-74 Decibels	75-79 Decibels	80-84 Decibels	Greater Than 85 Decibels
Golf Courses, Riding Stables, Water Recreation	Y	Y	25	30	N	N

NOTE: The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or Local law. The responsibility for determining the acceptable and permissible land use remains with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land use for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise-compatible land uses.

KEY TO TABLE:

SLUCM Standard Land Use Coding Manual.

Y (Yes) Land Use and related structures compatible without restrictions.

N (No) Land Use and related structures are not compatible and should be prohibited.

NLR Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into design and construction of the structure.

25,30 or 35 Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 must be incorporated in design and construction of structure.

1 Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assumes mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

2 Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

3 Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

4 Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

5 Land use compatible provided special sound reinforcement systems are installed.

6 Residential buildings require a NLR of 25.

7 Residential buildings require a NLR of 30.

8 Residential buildings not permitted.

Source: FAR Part 150 (18 January 1985) with .local interpretation of level ranges.

State of California

The State of California has established acceptability criteria for evaluating airport noise levels. California Code of Regulation Title 21 (Division 2.5 Division of Aeronautics, Chapter 6. Noise Standards) established 65 CNEL as the acceptable noise level for persons residing in the vicinity of an airport.

City of Oxnard

Sound levels within the City of Oxnard are regulated under Section 7 of the Oxnard Code of Ordinances, Article XI, Sound Regulation. Section 7-184 states that properties within the Oxnard Airport noise contours are located within sound zone IV. Noise levels within this sound zone are regulated by the Oxnard 2030 General Plan. According to the 2030 General Plan Draft Environmental Impact Report (EIR), all uses within the 60 CNEL Airport contour are compatible with airport operations. Proposed uses in the area are conditionally compatible with the 60 CNEL contour (City of Oxnard 2030 General Plan Draft EIR, February, 2009).

Baseline Noise Conditions

The aircraft noise contours for existing (2010) conditions based on the TAF (Table 2-1) are depicted in Figure 3-2, Baseline Noise Contours. The 65 CNEL noise exposure contour does not extend beyond the airport boundary on the east, west or south. The contour extends beyond airport boundary to the north up to 320 feet. There are no noise sensitive receptors within the 65 CNEL noise contour under existing (2010) conditions.

A. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. Noise modeling was performed for 2010 and 2015 conditions using the TAF data and implementation of the proposed project. The FAA requires that analyses of subsonic aircraft noise exposure and compatible land uses around civilian airports be performed using a computer-based program called the Integrated Noise Model (INM). INM Version 7.0b is the current industry standard aircraft noise modeling software.

INM contains a database of takeoff and approach profiles for a variety of aircraft. These profiles contain information on an aircraft's altitude, distances from the runway threshold, airspeed, flap settings, climb rates, engine power settings, and related variables. Each of the elements in a profile affects the level of noise generated along an aircraft's flight path. Input variables include aircraft types flown, flight track utilization, day-night operational patterns, and arrival/departures profiles flown to calculate the overall sound level at many points on the ground around an airport. From a plotted grid of points, contours of equal daily sound level are plotted by INM for overlay onto land use maps. Noise contours generated by INM do not depict a strict demarcation of where the noise levels end or begin. Their purpose is to describe the generally expected noise exposure.

The 2010 and 2015 day, evening and-night operational patterns, aircraft flight tracks, and fleet mix used in the analyses were identical to those used in the 2004 Master Plan. Table 3-7 summarizes the aircraft fleet mix percentages used in the noise contour development. At the time that the 2004 Master Plan was produced, the Federal Control Tower (FCT) did not record operations by aircraft type (piston engine, turboprop, or jet). Therefore, the fleet mix percentages included in Table 3-7 are estimates based upon the 1998 compatibility study.

Scale:
1"=1000'

Legend
Existing CNEL —

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Figure 3-2
Baseline Noise Contours

Table 3-7: Noise Contour Data: Aircraft Mix

	Existing (Year 2002)		Future Year 2010	
	% of Total Operations	Operations	% of Total Operations	Operations
Single and Multi-Engine	80.0	73,726	78.0	77,150
Turbojet	9.2	8,468	10.4	10,400
Jet	1.5	1,400	2.3	2,250
Helicopters	9.2	8,484	9.6	9,500

Source: Oxnard Airport Master Plan (2004, p. D-6)

As shown in the table, single and multi-engine piston aircraft comprise the majority of operations at Oxnard Airport. This is expected to continue in the future and is consistent with aviation demand forecasts. However, jet aircraft are expected to comprise a larger percentage of total operations in the future. This reflects the changing aviation industry and is not the direct result of any of the proposed 2004 Master Plan improvements or those related to the proposed project.

Runway use percentages are presented in Table 3-8. Runway use at Oxnard Airport is anticipated to remain the same throughout the planning horizon.

Table 3-8: Noise Contour Data: Runway Use Percentages

	Runway 07	Runway 25
Commuter	20%	80%
Business Jets	20%	80%
General Aviation	20%	80%
Helicopters	0%	0%

Source: Oxnard Airport Master Plan (2004, p. D-6)

The year 2010 noise conditions with the proposed project are shown in Figure 3-3. Under this condition, the 65 CNEL noise exposure contour does not extend beyond the airport boundary on the east, west or south. The contour extends beyond airport boundary on the north up to approximately 320 feet. No sensitive receptors are located within the 65 CNEL contour.

The year 2015 noise conditions with the proposed project are shown in Figure 3-4. Under this condition, the 65 CNEL noise exposure contour does not extend beyond the airport boundary on the south and east. The contour extends beyond the airport boundary on the north by approximately 460 feet and on the west by approximately 850 feet. No sensitive receptors are located within the 65 CNEL contour. There are no noise sensitive receivers within the 65 CNEL noise contour under 2015 with project conditions.

Table 3-9 shows the acreages affected by no project and proposed project conditions for 2010 and 2015. The FAA's threshold of significance has been determined to be a 1.5 CNEL increase in noise over any noise sensitive area located in the 65 CNEL. As depicted in Figures 3-3 and 3-4, no noise sensitive receptors are located within the 65 CNEL contour. Because future noise resulting from implementation for the proposed project will not increase by 1.5 CNEL in noise sensitive areas, no significant increase is expected to occur at sensitive noise receivers.

Scale:
1"=1000'

Legend
Proposed Action — CNEL

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Figure 3-3
2010 Noise Contours with Proposed Project

Scale:
1"=1000'

Legend

Proposed Action — CNEL

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Figure 3-4
2015 Noise Contours with Proposed Project

Table 3-9: CNEL Contour Coverage (in acres)

	65 CNEL		70 CNEL		75 CNEL	
	No Action	Proposed Project	No Action	Proposed Project	No Action	Proposed Project
2010	145	142	64	62	22	22
2015	220	217	102	100	46	46

B. Would the project result in the exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. The proposed project would lead to the generation of noise associated with short-term construction activities during site preparation and construction; however, this would not induce groundborne noise or vibration because the project would not require pile driving or any similar activities.

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

Less than Significant Impact. The proposed project would not increase population in the area nor lead to a periodic increase in ambient noise levels in the project vicinity above what presently exists. The project would not lead to growth or a significant increase in vehicle trips or aircraft operations that would contribute to a substantial, temporary, or periodic increase in noise level in the area.

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

Less than Significant Impact. Construction at the proposed project site will be minimal and is not likely to elevate ambient noise levels in the project vicinity. Construction noise sources are short-term and would not affect the long-term noise levels in the project vicinity.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact. The project site is located within the Ventura County Airport Land Use Plan; however, the project would not expose people residing in the project area to excessive noise levels associated with airport activities (Ventura County Airport Land Use Plan 2000).

F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not located within the vicinity of a private airstrip. Thus, the project would not expose people residing in the project area to excessive noise levels associated with a private airstrip.

3.13 Population and Housing

Oxnard's demographic trends and characteristics are presented in detail with the 2030 General Plan which is scheduled for adoption in January, 2010. Table 3-10: City of Oxnard and Ventura County Demographic Data, provides a brief overview of current demographics for the City of Oxnard and Ventura County. According to the State of California Department of Finance, the population of Oxnard in 2008 was 193,892; the population increased to 197,067 in 2009. This growth is generally consistent with the County of Ventura population growth during the same period. Housing units within the same period grew from 51,521 in 2008 to 52,185 in 2009. The density of Oxnard's urban core is reflected in the City's population density of over 7,326 persons per square mile, vastly exceeding the County's density of 446 persons per square mile.

Table 3-10: City of Oxnard and Ventura County Demographic Data

	January 2008	January 2009
Population - City of Oxnard	193,892	197,067
Population - County of Ventura	827,267	836,080
Housing Units – City of Oxnard	51,521	52,185

State of California, Department of Finance, *E-1 Population Estimates for Cities, Counties and the State, 2008-2009, Sacramento, California, May 2009.*

State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2009, with 2000 Benchmark. Sacramento, California, May 2009.*

The project area is comprised primarily of vacant agricultural and commercial land and commercial and light industrial uses. Several single-family residences are interspersed with commercial uses north of the east end of the Airport. All land proposed for fee simple acquisition is vacant or otherwise used for storage purposes. No structures are located within this area east of the Airport.

A. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The project does not include the development of new housing, businesses or related infrastructure. The purpose of the project is to address nonstandard Airport design features.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would not remove or otherwise displace housing or require the construction of replacement housing. Accordingly, no population or housing impacts would occur as a result of the proposed project.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would not result in the displacement of people. Accordingly, no population or housing impacts would occur as a result of the proposed project.

3.14 Public Services

Public services include those services necessary to ensure public health and safety. Services are defined as fire and police protection, schools, libraries, and parks. The proposed project improvements are not expected to change demand for public services.

A. Fire Services. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives in terms of fire protection?

Less than Significant Impact. Fire protection and emergency services within the project area are provided by the City of Oxnard Fire Department. Station No. 1 is located approximately ½ mile east of the Oxnard Airport on South K Street. Airport Rescue and Firefighting (ARFF) services are also provided on the Airport 24 hours a day. ARFF has one truck and is continuously staffed by one of five officers (Master Plan, 2004). The proposed project will not increase demand for fire protection services as the project is intended to bring the existing runway into compliance with current FAA design standards. The project site is not in the vicinity of a wildland area that may contain substantial forest fire risks and hazards; therefore, risk of impact caused by wildland fires requiring fire protection services is nominal.

B. Police Services. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives in terms of police protection?

No Impact. The Ventura County Sheriff's Department and Oxnard Police Department provide law enforcement services for the project area (Master Plan, 2004). The proposed project would not increase the level of activity at the Airport or increase the general population within the project area. Thus, no additional law enforcement personnel would be necessary as a result of proposed project improvements.

C. School Services. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives in terms of school services?

No Impact. The proposed project would not increase or contribute to an increase in the existing student population in the project area. Thus, the expansion of existing schools or the construction of new schools within the study area would not be necessary.

D. Park Facilities. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives in terms of parks?

No Impact. Development of the proposed project would not change demand for park services or impact existing park resources within the proposed project area.

E. Public Facilities. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives in terms of other public facilities?

No Impact. Development of the proposed project would not increase the population within the area. As proposed, the project would not create direct physical impacts to public facilities or require the construction of new facilities that may impact the environment.

3.15 Recreation

There are no neighborhood parks, private neighborhood parks, regional parks, or community centers located within or adjacent to the project study area. The nearest park is Seaview Park located adjacent to the Airport and south of West 5th Street.

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. All improvements would occur within currently disturbed areas used primarily for agriculture; thus, the project as planned would not directly impact park or recreation facilities. Further, the project is not expected to induce population growth within the vicinity. Thus, demand for existing recreation facilities in the area would not be affected.

B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project will bring the existing Oxnard Airport into compliance with FAA design criteria. No recreational facilities are associated with the proposed project nor would the project affect demand for recreational facilities.

3.16 Transportation/Traffic

A. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.

No Impact. The proposed project is intended to correct existing nonstandard design deficiencies. The proposed project would not increase Airport capacity, operations, or otherwise affect mass transit, non-motorized travel or the circulation system within or adjacent to the Airport.

B. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. The proposed project is intended to correct existing nonstandard design deficiencies at the Airport. The proposed project would not increase Airport capacity, operations or otherwise affect existing traffic volumes or Airport ingress/egress. Thus, the Level of Service at adjacent intersections or on road segments would not be affected.

C. 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?

Less than Significant Impact. The proposed project would bring the existing runway at Oxnard Airport in to compliance with current FAA design standards and may allow for the landing of larger aircraft. The existing approach path may shift to the east to accommodate the new displaced threshold location; however, the existing air traffic pattern around Oxnard Airport would stay the same.

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

No Impact. The proposed project would not introduce any design features that would create any hazards to traffic.

E. Would the project result in inadequate emergency access?

No Impact. Construction of the proposed project is not expected to require road closures or otherwise affect emergency access around the Airport perimeter. As a standard practice; however, if road closures (complete or partial) were necessary, the police and fire departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response.

F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed project would not impact alternative transportation methods.

3.17 Utilities and Service Systems

Utilities and service systems include the provision of gas, water, sewage disposal, storm water disposal, electricity, and waste management services.

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. Construction and operation of facilities generating wastewater are not associated with the proposed project. Thus, no wastewater treatment would be required.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The proposed project would not require potable water or wastewater treatment. Thus, no new or expanded water or wastewater facilities would be required.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The proposed project is not expected to noticeably increase runoff. As discussed, the only impervious surface would be the concrete needed to install the fence and MALSF posts. Runoff created by this additional impervious area would not exceed capacity of the existing system.

D. Would the project have sufficient water supplies available from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. The proposed project would not require the use of potable water. Thus, no new or expanded entitlements would be required.

E. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The proposed project would not create demand for wastewater treatment; thus, an assessment by the City of Oxnard regarding adequate capacity is not necessary.

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. The proposed project will not generate any waste in addition to construction debris (i.e., existing fencing material). Construction debris would be recycled as practicable or disposed of in a manner that complies with federal, state, and local statutes and regulations related to solid waste. Operation of the proposed project would not generate waste requiring disposal.

G. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. The proposed project would not generate solid waste aside from construction debris. Construction debris will be disposed of in a manner that complies with federal, state, and local statutes and regulations related to solid waste.

3.18 Mandatory Findings of Significance

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

No Impact. As discussed herein, the proposed project would not have any impact on biological or cultural resources on or adjacent to the Airport.

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.)

No Impact. As discussed herein, the proposed project would not have any cumulative impacts.

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

Less than Significant Impact with Mitigation Incorporated. As discussed herein, with the implementation of mitigation measures, the proposed project would not cause substantial adverse direct or indirect affects to human beings or environmental resources on or adjacent to the Airport.

4 ENVIRONMENTAL CHECKLIST FORM

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, (b) none of the conditions described in Guidelines Section 8.02 calling for preparation of a Subsequent EIR have occurred, and (c) only minor technical changes or additions to the previous environmental document are necessary. An ADDENDUM TO AN EIR (Guidelines Section 8.04) is required.

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☒	☐

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES. 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 Game 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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 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?	☐	☐	☒	☐

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Issues:	***Potentially Significant Impact***	***Less than Significant Impact with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
VII. GREENHOUSE GAS EMISSIONS. 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?	☐	☐	☒	☐

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VIII HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) 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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Issues:		*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IX.	***HYDROLOGY AND WATER QUALITY.*** Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which 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 which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐

	Issues:	***Potentially Significant Impact***	***Less than Significant Impact with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	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?	☐	☐	☐	☒
j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XII. NOISE. Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Issues:	***Potentially Significant Impact***	***Less than Significant Impact with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
XIV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XV. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☒
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) 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?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVII. UTILITIES AND SERVICE SYSTEMS . Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Authority shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Issues:	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
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.)	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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