PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Christopher Williamson, AICP, Senior Planner

DATE: September 20, 2007

SUBJECT: **Planning and Zoning Permit No. 07-630-02 (Specific Plan Amendment) Rose-Santa Clara Corridor Specific Plan Amendment for Auto Sales and Services, located at 1801 Auto Center Drive and 2901 and 3001 Paseo Mercado. Filed by Wallace Properties**

1. **Recommendation:**
That the Planning Commission adopt a resolution recommending City Council approval of Planning and Zoning Permit No. 07-630-02 (Rose-Santa Clara Corridor Specific Plan Amendment), subject to certain findings.

2. **Project Description and Applicant:**
Planning and Zoning Permit No. 07-630-02 is a text amendment to the Rose-Santa Clara Corridor Specific Plan (RSC Plan) that would allow auto sales and service uses, currently allowed in Section 4.2.1, on an additional adjacent 15-acre site within the business park use area (Section 4.2.2) with the same development standards as found in the auto sales and service section. The 15-acre project site includes two parcels, 1801 Auto Center Drive and 2901 Paseo Mercado, and a southerly portion of a third parcel, 3001 Paseo Mercado. A lot line adjustment may be required once the final configuration of the 15-acre site is determined. Filed by Michael Wallace, Wallace Properties, P.O. Box 5026, Oxnard, CA, 93031.

3. **Existing and Surrounding Land Use:**
The 15-acre project site is vacant and is the last large vacant parcel within the RSC Plan area. Surrounding developed land uses are auto sales and service (i.e. auto dealerships) to the immediate west, commercial retail across Auto Center Drive to the south, and business and industrial park across Paseo Mercado to the east. There is year-round row-crop agriculture to the north and northwest in the adjacent unincorporated county.

4. **General Plan Policies, Zoning and Land Use Designation Conformance:**
The City's 2020 General Plan Land Use designation for the 15-acre site is Limited Industrial (ILIM), which is consistent with the RSC Plan business park designation that includes limited industrial and heavy service commercial uses (in contrast to the Business Research Park land use designation found elsewhere in the City that would not be consistent with the ILIM

designation). As most activity at an auto dealership occurs within showrooms, offices, and service bays and the current RSC Plan business park use already includes similar uses (automobile and truck rental agencies, outdoor storage, and motor vehicle repair), the proposed auto dealership use is found in this instance to be consistent with the City's 2020 General Plan Land Use designation of Limited Industrial.

5. Environmental Determination:

The proposed project is subject to review in accordance with the California Environmental Quality Act (CEQA). While the project is a text amendment to the plan, it is reasonably foreseeable that the proposed changes to the RSC Plan will lead to subsequent development of one or two new vehicle dealerships. The RSC Plan, as in most specific plans, provides for the Design Development Review (DDR) permit process for projects that are consistent with the specific plan. A DDR permit requires conditions of approval that impose applicable and appropriate environmental mitigations that are part of an adaptive management program such as cumulative traffic impact fees (TDM program), archaeological monitoring, erosion control during grading, Quimby fees, school impact fees, and so on. Mitigations applicable to the dealership project developments will be determined and required as conditions of approval during the subsequent DDR permit process for each of the dealership site improvements and structures.

An initial study (IS) was prepared to identify potentially significant adverse effects of the specific plan amendment. The IS found that the substitution of auto sales and service uses for business park uses on the 15-acre site generates about the same amount of traffic and no significant impacts on other aspects of the RSC Plan. The IS includes a list of mitigations that will be applied to subsequent DDR permits, as applicable, as part of an adaptive management program. Negative Declaration 07-08 was released for a 20-day public review period from August 29 to September 18, 2007. Staff believes the proposed amendment will not result in a significant impact on the environment relative to the specific plan, and recommends adoption of ND 07-08 (see Attachment C). Significant adverse impacts associated with the development of auto dealerships will be mitigated through the DDR permit process to City CEQA thresholds or below by applying adaptive management mitigations included in ND 07-08 Attachment C.

6. Relevant Permits/History:

The RSC Plan, which extends from Rose Avenue to Santa Clara (Rice) Avenue north of the Ventura Freeway, was adopted in 1986 with four major land use areas (Auto Sales and Service, Business Park, Retail/Commercial, and Commercial/Manufacturing). The RSC Plan is nearly fully developed and occupied and is a major source of sales tax revenue to the City.

7. Analysis:

Section 2.4.1 of the RSC Plan anticipated demand for auto dealership uses at 92.2 acres by 2010, but designated 71 acres, which are now fully developed. The proposed RSC Plan amendment would increase the auto dealership use area to 86 acres in total. The proposed amendment would affect 15 acres of the 25-acre, three-parcel Wallace property located between Paseo Mercado and Via Estrada, north of Auto Center Drive. This vacant parcel is the last

large parcel in the RSC Plan, and a dealership was previously proposed for roughly the same portion of the site as part of the Casden project that included 450 apartments in the rear of the site. The rear 10 acres area is expected to be developed under the existing business park use. A lot line adjustment between the three parcels, if needed once the actual developments are known, would be a condition of approval of the DDR permits.

The amendment, in summary, allows a 15-acre additional dealership area on Auto Center Drive that would be an extension of the existing 71-acre dealership area of the RSC plan. The specific text amendments are shown in Exhibit A of the proposed Resolution (Attachment B).

8. Attachments:

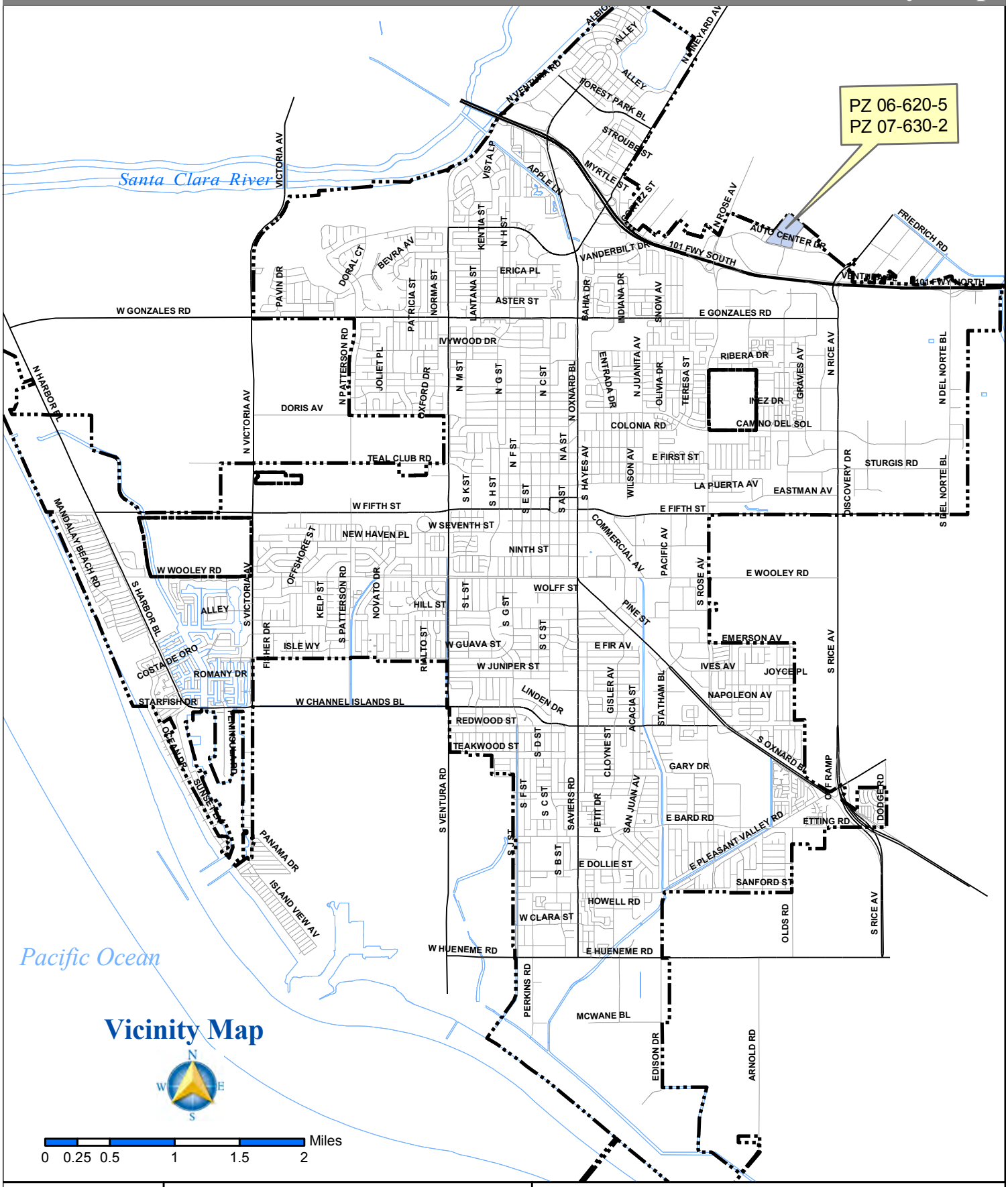
A.) Vicinity, General Plan, Specific Plan maps
B.) Resolution PZ 07-630-02 (SPA)
C.) Negative Declaration 07-08.

Prepared by: CW
CW

Approved by: SM
SM

A.) Vicinity, General Plan, Specific Plan maps

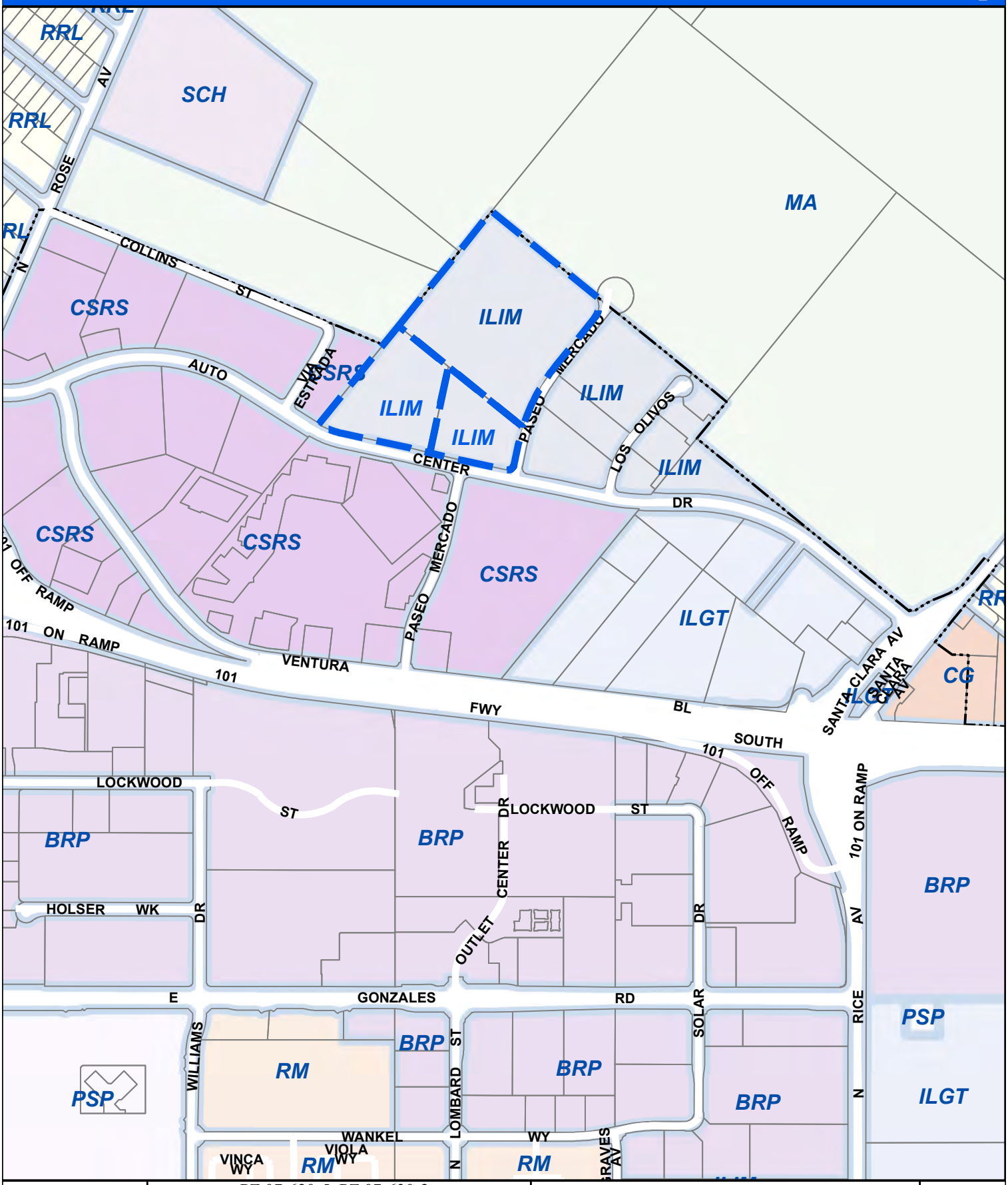
Vicinity Map



Oxnard Planning
June 11, 2007

PZ 07-620-5, PZ 07-630-2
Location: 1801 Auto Center Dr,
2901, 3001 Paseo Mercado
APN: 144014101, 144014102, 144014103

General Plan Map



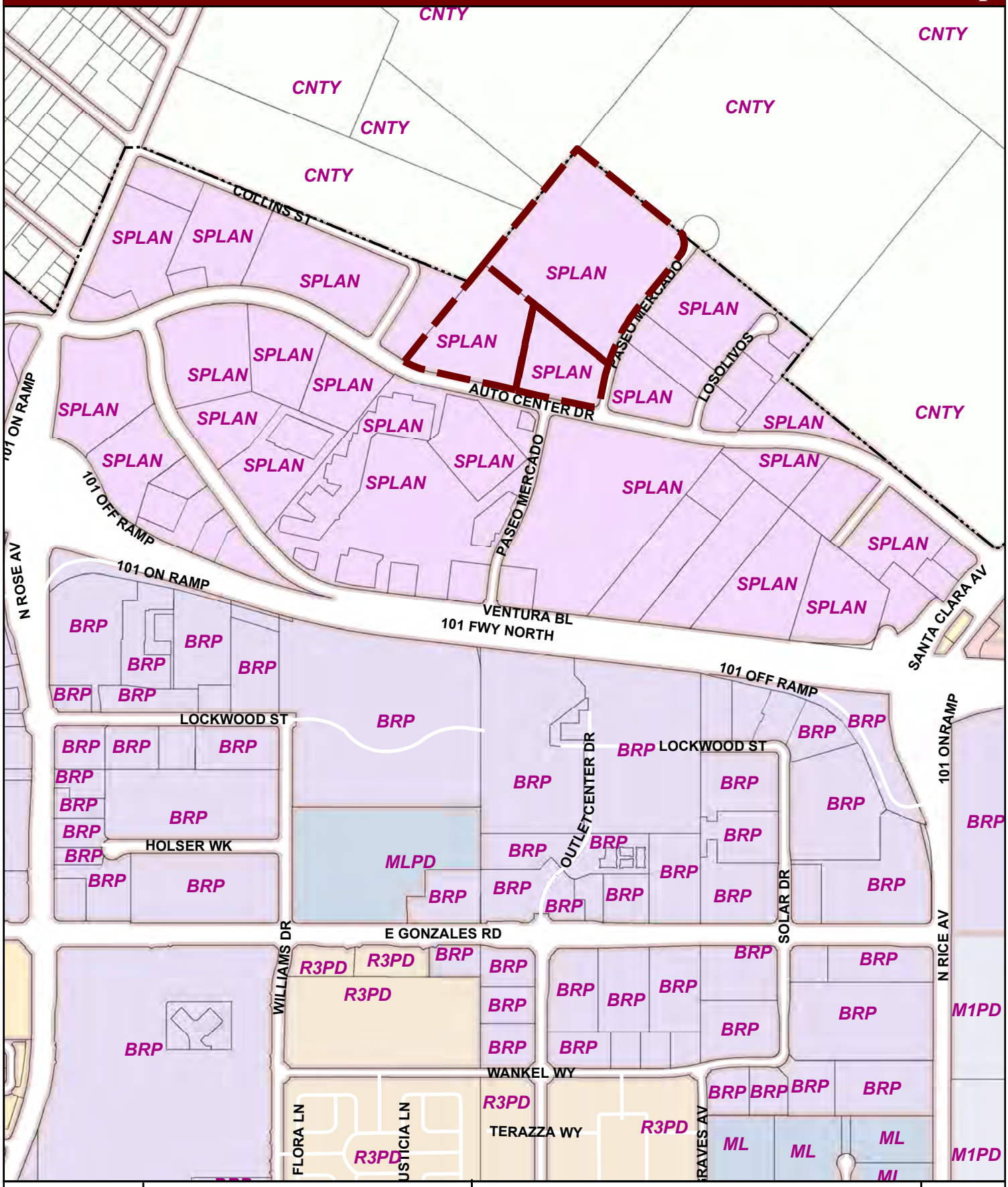
PZ 07-620-5, PZ 07-630-2
Location: 1801 Auto Center Dr,
2901, 3001 Paseo Mercado
APN: 144014101, 144014102, 144014103

0 125250 500 750 1,000 Feet

Oxnard Planning
June 11, 2007

General Plan Map

Zone Map



PZ 07-620-5, PZ 07-630-2
Location: 1801 Auto Center Dr,
2901, 3001 Paseo Mercado
APN: 144014101, 144014102, 144014103

Feet
0 125250 500 750 1,000

Oxnard Planning
June 11, 2007

Zone Map

B.) Resolution PZ 07-630-02

RESOLUTION NO. 2007-[PZ 07-630-2]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT CITY COUNCIL ADOPT A RESOLUTION APPROVING PLANNING AND ZONING PERMIT NO. 07-630-02 (SPECIFIC PLAN AMENDMENT) MAKING TEXT AMENDMENTS TO SECTION NO. 4.2.2 OF THE BUSINESS PARK LAND USE DESIGNATION OF THE *ROSE-SANTA CLARA CORRIDOR SPECIFIC PLAN* AFFECTING APPROXIMATELY 15 ACRES BOUNDED BY AUTO CENTER DRIVE, PASEO MERCADO, AND VIA ESTRADA. FILED BY MICHAEL WALLACE, WALLACE PROPERTIES, P.O. BOX 5026, OXNARD, CA, 93031.

WHEREAS, the Planning Commission of the City of Oxnard has considered proposed amendments to Section No. 4.2.2 of the *Rose-Santa Clara Corridor Specific Plan* relating to auto sales and service uses on an approximately 15-acre site within the Business Park land use designation area; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Division Manager provided public notice of the intent of the City to adopt Negative Declaration 07-08 for this project, and the Planning Commission considered the proposed negative declaration, together with any comments received during the public review process, finds on the basis of the whole record before it (including the initial study and any comments received) that there is no substantial evidence that the project will have a significant effect on the environment, further finds that the negative declaration reflects the independent judgment of the City, and adopts the negative declaration; and

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

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the project is a logical refinement of the *Rose-Santa Clara Corridor Specific Plan*; that the proposed specific plan amendment conforms with adopted City standards and constitutes good City planning; and that the project will not adversely affect or be materially detrimental to adjacent land uses, buildings or structures or to the public health, safety or general welfare.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends to the City Council the approval of Planning and Zoning Permit No. 07-630-02 (Specific Plan Amendment), to amend the *Rose-Santa Clara Corridor Specific Plan* as shown in Attachment A hereto attached.

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 20th day of September, 2007 by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

_____
Ronald R. Fischer, Chairman

ATTEST: _____
Susan L. Martin, Secretary

EXHIBIT A

CITY COUNCIL OF THE CITY OF OXNARD

ORDINANCE NO. 99999

AN ORDINANCE APPROVING PLANNING AND ZONING PERMIT NO. 07-630-02 (SPECIFIC PLAN AMENDMENT) AMENDING SECTION NO. 4.2.2 OF THE BUSINESS PARK USE DESIGNATION OF THE *ROSE-SANTA CLARA CORRIDOR SPECIFIC PLAN* TO ALLOW AUTO SALES AND SERVICE USE, AFFECTING 15 ACRES GENERALLY BOUNDED BY AUTO CENTER DRIVE, PASEO MERDCADO, AND VIA ESTRADA. FILED BY FILED BY MICHAEL WALLACE, WALLACE PROPERTIES, P.O. BOX 5026, OXNARD, CA, 93031.

WHEREAS, on September 20, 2007, the Planning Commission approved Resolution No. 2006-XX recommending that City Council adopt an ordinance approving Planning and Zoning Permit No. 07-630-02 (Specific Plan Amendment) to amend the *Rose-Santa Clara Corridor Specific Plan*, filed by Wallace Properties; and

WHEREAS, the City Council has held a public hearing and received and reviewed written and oral comments related to the Specific Plan Amendment No. 07-630-02; and

WHEREAS, the City Council finds after due study and deliberation that the public interest and general welfare require the adoption of Specific Plan Amendment No. 07-630-02; and

WHEREAS, the *Rose-Santa Clara Corridor Specific Plan* provides plans, regulations, conditions and programs for development, and the amendments affect Section No. 4.2.2 of the Business Park land use designation of the *Rose-Santa Clara Corridor Specific Plan* to allow auto sales and service uses; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Division Manager provided public notice of the intent of the City to adopt Negative Declaration 07-08 for this project, and the Planning Commission considered the proposed negative declaration, together with any comments received during the public review process, and found on the basis of the whole record that there was no substantial evidence that the project would have a significant effect on the environment, further found that the negative declaration reflects the independent judgment of the City, and adopted the negative declaration.

NOW, THEREFORE, the City Council of the City of Oxnard does ordain as follows:

Part 1. The *Rose-Santa Clara Corridor Specific Plan* is hereby amended to read as shown herein in Exhibit A.

Part 2. Within fifteen days after passage, the City Clerk shall cause this ordinance to be

published one time in a newspaper of general circulation within the City. Ordinance No._____was first read on XXXX, 2007, and finally adopted on _____, 2007, to become effective thirty days thereafter.

AYES:

NOES:

ABSENT:

_____
Dr. Thomas E. Holden, Mayor

ATTEST:

_____
Daniel Martinez, City Clerk

APPROVED AS TO FORM:

_____
Gary L. Gillig, City Attorney

ATTACHMENT A

4.2.2 Business Park

The purpose of these provisions is to regulate the development and use of the area designated for business park uses on the Rose-Santa Clara Corridor site. This is a planned office, industrial and heavy commercial area designed to provide an economic and employment base for the community, and to accommodate Auto Sales and Service use on 15 acres fronting Auto Center Drive, west of Paseo Mercado.

Uses permitted subject to Development Design Review Permit include, but are not limited to, the following:

1. Office
   a. Administrative, financial, professional and other general office uses.

2. Limited Industrial Uses including, but not limited to, the following:
   a. Manufacturing plants and facilities.
   b. Assembly plants and facilities.
   c. Research laboratories and facilities.
   d. Product development facilities.
   e. Testing laboratories and facilities.
   f. Service industries including, but not limited to, the following:
      (1) Repair, maintenance or servicing of appliances, component parts, motor vehicles, etc.
      (2) Tooling and small machine shops.
      (3) Testing shops.
      (4) Photofinishing and photographic processing facilities.
      (5) Blueprinting, reproduction and copying services, photoengraving, printing, publishing and bookbinding.
   g. Industries engaged in distribution, storage and warehousing.
   h. Wholesale businesses.
   i. Construction industries, such as general contractors and specialty contractors, etc., along with their accessory and incidental office uses.
   j. Mini-warehouse storage facilities.

3. Heavy retail and heavy service commercial uses including, but not limited to, the following:
   a. Wholesale businesses, such as building, electrical and plumbing supply sales.
   b. Equipment sales.
   c. Tire, battery and accessory shops and accessory indoor installation facilities.
   d. Warehouse and sales outlets for furniture, carpets, appliances, etc.
   e. Wholesale/rental agencies for home and garden equipment.
   f. Automobile and truck rental agencies.

4. Service commercial uses including, but not limited to, the following:
   a. Business furniture, supplies and equipment sales computer and business machine sales and service uses.
   b. Office supplies, stationary and card stores.
   c. Restaurants and cafes.

5. Commercial recreation uses including, but not limited to, the following:
   a. Bowling alleys.
   b. Health and athletic facilities.

6. Vehicle dealerships, including auto, truck, motorcycle and recreational vehicle sales, leasing and service (dealerships and/or independents). Accessory uses may include, but are not limited to, the following:
   a. Repair, maintenance and servicing of appliances or component parts for motor vehicles.
   b. Tooling.
   c. Testing shops (excluding noise producing or noxious performance testing).
   d. Repair, maintenance and servicing of above-listed items.
   e. Diagnostic labs.
   f. Experimental automobile assembly and fabrications.
   g. Vehicular storage areas (exclusive of impound yards).
   h. Paint and restoration shops.
   i. Body shops.

B. Conditionally Permitted Uses

1. Drive-through services.
2. Uses otherwise permitted that may require incidental outdoor storage.

C. Land Use Mix

The following uses shall be limited to the percentage of area within the business park land use area listed in Table 3. The purpose of this performance standard is to allow flexibility with regard to the mix of land uses in the business park area while limiting the overall traffic generation in order to ensure the adequacy of the planned circulation system.

TABLE 3

ALLOWABLE LAND USE MIX BUSINESS PARK LAND USE AREA

Use	Maximum Percentage of Net Area
Office	40
Limited Industrial/Heavy Commercial	100
Service Commercial	20
Commercial Recreation	10
Vehicle Dealerships	50

D. Property Development Standards

1. Building site area – 10,000 square foot minimum.
2. Building site area – vehicle dealerships.
   a. 20,000 square foot minimum
3. Building site width – 90 feet minimum.
4. Building site depth – 100 feet minimum.
5. Building site depth – vehicle dealerships.
   a. 80 feet minimum.
6. Building height limit – 35 feet. Additional height may be permitted when approved by the Community Development Director.
7. Building setbacks
   a. Front yard – 30 feet minimum.
   b. Side yard – no minimum side yard required.
   c. Rear yard – 20% of the depth of the lot, but not to exceed 20 feet.
8. Building setbacks – vehicle dealerships.
   a. Front yard – 65 feet minimum on Auto Center Drive. The front yard setback on Paseo Mercado shall be 35 feet.
   b. Side yard – no side yard is required on interior lot lines. A common building wall with a zero setback may be established during the site plan and building design review process, provided that documentation exists describing the exchange and recordation of necessary documents to ensure adequate access, parking and easements to serve the developments.
   c. Rear yard – No rear yard setback is required.
9. Site coverage – the total ground floor of structures shall not exceed 50 percent of the total lot area.
10. Auto Sales and Service use (dealerships) is limited to up to sites with frontage on Auto Center Drive, west of Paseo Mercado, and totaling not more than approximately 15 net acres.

C.) Negative Declaration 07-08.

PLANNING DIVISION
305 WEST THIRD STREET
OXNARD, CALIFORNIA 93030

NOTICE OF INTENT
TO ADOPT A NEGATIVE DECLARATION
ND 07-08

The City of Oxnard Planning Division has reviewed an application on the following proposed project:

> Planning and Zoning Permit No. 07-630-02 (Specific Plan Amendment), a text amendment to Section 4.2.2 (Business Park use) of the Rose-Santa Clara Corridor Specific Plan to allow Auto Sales and Service use on approximately 15 vacant acres fronting Auto Center Drive between Via Estrada and Paseo Mercado (1801 Auto Center Drive and 2901 Paseo Mercado). Small portions of the third rear vacant parcel (3001 Paseo Mercado) may be adjusted into the two front parcels to achieve a desirable size and configuration for one or two auto dealerships. Filed by Michael Wallace, Wallace Properties, P.O. Box 5026, Oxnard, CA, 93031.

In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Oxnard has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a negative declaration (ND) may be adopted. Possible significant adverse impacts resulting from the expected future Auto Sales and Service development on 15 acres fronting Auto Center Drive will be determined and mitigated, as needed, as part of the mandatory permit review process that is an adaptive management CEQA process.

The draft document may be reviewed online, from the City webpage. Go to www.planning.cityofoxnard.org, then "Environmental Documents" (on the right side of the page) to select and view the draft document.

Alternatively, the draft document is available for review at the Oxnard Planning Division office, 305 W. Third Street (8:00 a.m. to 6:00 p.m., Monday through Thursday, and 8:00 a.m. to 5:00 p.m. on alternate Fridays), and at the Oxnard Public Libraries, 251 South "A" Street and 4300 South Saviers Road (9:00 a.m. to 8:00 p.m., Monday through Thursday, and 9:00 a.m. to 5:30 p.m. on Saturday and 1:00 p.m. to 5:00 p.m. on Sunday).

The public review period begins on August 29, 2007 and ends on September 18, 2007. The proposed amendment is tentatively scheduled for a public hearing before the Planning Commission on September 20, 2007, beginning at 7:00 PM, at 305 West Third Street, Oxnard City Hall. All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Christopher Williamson, Senior Planner, at (805-385-8156) and written comments may be mailed or faxed (805-385-7417) to the City of Oxnard, Planning Division, 305 W. Third Street, Oxnard, CA 93030.

8/27/2007
Date

Susan L. Martin, AICP
Planning Division Manager

cc: - Applicant
- County Clerk
- CEQA Distribution List
- Property Owners within 300 feet

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

INITIAL STUDY
NEGATIVE DELARATION NO. 07-08

Rose-Santa Clara Corridor
Specific Plan Amendment

PZ 07-630-02 (Specific Plan Amendment)

Location: 1801 Auto Center Drive, 2901 Paseo Mercado, and portion of 3001 Paseo Mercado

Introduction

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

1. Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and
   - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

4. Facilitate environmental assessment early in the design of a project;

5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

6. Eliminate unnecessary EIRs; and

7. Determine whether a previously prepared EIR could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) and the June 2006 *General Plan Update Background Report* was used along with other pertinent information for preparing the *Initial Study* for this project.

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

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

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

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

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

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

CITY OF OXNARD

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title:
PZ 07-630-02 (Specific Plan Amendment) Rose-Santa Clara Corridor Specific Plan Amendment

2. Lead Agency Name and Address:
City of Oxnard, Planning Division
305 West Third Street
Oxnard, CA 93030
Phone: (805) 385-7858
Fax: (805) 385-7417

3. Contact Person and Phone Number:
Chris Williamson, AICP, Senior Planner
(805) 385-7858 Main Number
(805) 385-8156 Direct Line

4. Project Location:
The project site consists of approximately 15 acres fronting Auto Center Drive between Via Estrada and Paseo Mercado (1801 Auto Center Drive and 2901 Paseo Mercado) within the Business Park use area of the Rose-Santa Clara Corridor Specific Plan. Small portions of the third rear vacant parcel (3001 Paseo Mercado) may be adjusted into the two front parcels to achieve a desirable size and configuration for one or two auto dealerships, depending on an actual subsequent application (see Attachment A).

DIRECTION	SPECIFIC PLAN LAND USE	SITE INFORMATION
North	None	Unincorporated (County Agriculture Land)
East	Business Park	Multi-Tenant Business/Industrial Uses
South	Retail Commercial	The Market Place Shopping Center
West	Auto Sales & Service	Auto Dealership/ Unincorporated (County Ag Land)

5. Project Applicant Name and Address:
Michael Wallace, Wallace Properties
P.O. Box 5026, Oxnard, CA, 93031.
Phone: (805) 983-6555

6. General Plan Designation and Zoning Designation:
The Rose-Santa Clara Corridor Specific Plan was adopted in 1986 and has four land use designations (Auto Sales and Service, Business Park, Retail/Commercial, and Commercial/Manufacturing). This proposed RSC Plan amendment, for purposes of CEQA, is limited to an approximately 15-acre vacant site that is feasible and suitable for auto center

development due to frontage on Auto Center Drive, west of Paseo Mercado. The City's 2020 General Plan and the RSC Plan land use designation for the project site is Business Park. As the RSC Plan Limited Industrial designation is more inclusive than the same designation outside the RSC Plan area, the Business Park zone is considered consistent with the RSC Plan Limited Industrial designation.

7. Description of Project:
Planning and Zoning Permit No. 07-630-02 (Specific Plan Amendment) proposes text amendments to Section 4.2.2 of the Rose-Santa Clara Corridor Specific Plan Business Park (RSC Plan) land use designation to allow the same Auto Sales and Service use described in Section 4.2.1 (see Attachment B) on 15 acres fronting Auto Center Drive, west of Paseo Mercado. This CEQA analysis focuses on the impacts to the RSC Plan of the subsequent expected development of approximately 15 acres of the vacant Wallace properties (APN's 144-0-141-015/-025/-035) with one or two auto sales and service uses. Under the amendment, a subsequent auto sales and service dealership development application would require a Design Development Review (DDR) permit which, by ordinance and mandatory City procedures, would analyze environmental impacts to the currently vacant site and mitigate significant adverse impacts where necessary. Possible significant adverse impacts resulting from the expected future Auto Sales and Service development on the 15 acres fronting Auto Center Drive will be determined and mitigated, as needed, as part of the DDR permit review process that is an adaptive management CEQA process. Possible DDR mitigations are listed, but are not limited to, those included in Attachment C. The remaining approximately 10 vacant acres of the Wallace site is expected to develop under the current Business Park land use designation.

8. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement): None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	August 28, 2007 Date
Christopher Williamson Print Name	Senior Planner Title

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used—Identify and state where they are available for review.
   b. Impacts Adequately Addressed—Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures—For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identity: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significance.

A. AESTHETICS

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

Discussion:

1) The project is defined as the impact to the PSC Plan of the development of auto sales and service uses (dealerships) on the southernmost 10 acres of the vacant Wallace property. The RSC Plan does not designate Auto Center Drive as a scenic highway. There is a mountain vista looking north over the currently vacant project site which would be largely obscured by any development on the Wallace properties and as the loss of this vista has always been anticipated as a consequence of development under the RSC Plan, the impact is not considered significant. **The project would have a less than significant impact on a scenic vista.**

2-3) The project site is vacant. Previous environmental review and the 2020 General Plan Update Background Report (2006) document that the site has no scenic resources, nor historic buildings. Probably subsequent development with the proposed RSC Plan amendment would be consistent with the surrounding business park, auto dealership, and commercial development. **The project would have no impact.**

4) It is possible that lighting from an auto dealership may spill over into an adjacent business park development not anticipated in the RSC Plan. Possible glare impacts from dealership lighting will be analyzed and mitigated, if needed, through the required DDR permit and building permit plan check process. The Planning Division routinely requires a photometric site plan prepared by an electrical

engineer to verify the exterior illumination intensities. Review of plans will include the consideration of adequate lighting types and densities within pedestrian paths, traffic corridors, and open areas throughout the site. **The project would have no less than significant lighting and/or glare impact.**

Mitigation: None required.

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

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

Discussion:

1-3) The project has not been commercially farmed recently and is not subject to a Williamson Act Contract. Nearby agricultural land outside city limits is not expected to be affected by the dealership developments. The eventual development of the rear approximately 15 acres of the Wallace property would require appropriate buffer and fencing to minimize potential land use conflicts with agricultural operations, including pesticides applications. **The project would have no negative impact on agricultural resources.**

C. AIR QUALITY*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☒	☐
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☒
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☒
4. Expose sensitive receptors to substantial pollutant concentrations? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☒
5. Create objectionable odors affecting a substantial number of people? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☒

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

Discussion:

1-5) CEQA requires that the project be compared to the existing state of the site, which is vacant. Therefore, the impact of the project would be to increase air quality impacts due primarily to construction, vehicular traffic, and from the operation of various equipment related to auto repair and servicing. When an auto dealership project is proposed, the application would be processed through the Design DDR permit process where necessary air quality construction and operation mitigation measures are imposed that are consistent with and implement the regional air quality plan. The development of dealerships as opposed to Business Park uses would generate about the same traffic impacts, and therefore air quality impacts in terms of the RSC Plan are considered similar (see Transportation/Traffic Section). There are no sensitive receptors in the area of the project. There would not be a substantial number of people employed or visiting the project site assuming auto sales and service uses are eventually developed. The

impact of the proposed amendment on climate change cannot be determined at this time, but is considered insignificant based on a interim climate change impact policy that sets the climate change significance threshold level at the same threshold as project and cumulative air quality impacts, pending eventual direction from the State in its implementation of AB 32. **Air quality impacts of the change to the RSC plan either have no impact or are less than significant.**

Mitigation: No mitigation measures are required.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒

D. BIOLOGICAL RESOURCES

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

Discussion:

1-6) The undeveloped project site is located in an urbanized area and the City's General Plan (Figure VIII-1), the RSC Plan, and the RSC Plan Environmental Impact Report (No. 85-3) do not identify potential for containing any significant biological resources identified as important. The City's 2020 General Plan and EIR do not identify any species of plants or animals which are considered to be endangered, threatened, or sensitive on or adjacent to the subject property. Additionally, no wildlife corridors have been identified in the area. No significant habitat was observed during a site visit. **No significant adverse effects on biological resources are expected to result from the project.**

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

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☒
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☒	☐

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
4. Disturb any human remains, including those interred outside of formal cemeteries? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☒	☐

Discussion:

1-4) The Oxnard Plain, on which the City lies, has a history of human habitation of thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the first century A.D. Chumash Indians settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology, conducted between 1984 and 1986 identified seven archaeological sites in the County. A records check conducted through the South Central Coastal Information Center (SCCIC) indicated that cultural resources have been found in various areas of the City. Historically, the site has been previously graded for common farming practices. When an Auto Sales and Service project is proposed, the DDR permit will include a condition of approval that the Developer contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the project site prior to issuance of any grading permits. The survey shall include a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning and Environmental Services Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to initiation of the Phase I activities. A DDR permit will also condition that a Developer contract with a Native American monitor to be present during all subsurface grading or trenching activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits. **No significant adverse effects on cultural resources are expected to result from the project.**

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

F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (*2020 General Plan, IX-Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
b. Strong seismic ground shaking? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
c. Seismic-related ground failure, including liquefaction? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
d. Landslides? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
2. Result in substantial soil erosion, or the loss of topsoil? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐

Discussion:

1-4) The City of Oxnard is located in an area with a high seismic ground shaking potential as identified in the City's General Plan. There are no known active faults within the City limits, however active and/or potentially active faults are present in the surrounding region, and some of these may extend into the subsurface beneath the City.

Through the subsequent DDR permit process, the City's Development Services Division considers and reviews a geologic and structural evaluation report prepared by a registered soils engineer and/or structural engineer for all new development. Ground failure risks are considered to be potentially significant adverse impacts, therefore a complete soils report prepared for the project site will have to be provided and included as part of the construction plans when the project plans are submitted to the building department for the plan check review process. The City standard construction/grading requirements and recommendations of the soils report, if any, shall be incorporated into the project. The recommendations of the soils report will be considered and reviewed by City Development Services Plan Check staff, construction staff and Planning staff as plan check and construction items prior to issuance of a building permit. **No significant adverse effects on geology and soils resources are expected to result from the project.**

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

G. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
2. Create a significant hazard to the public or the environment through reasonably foreseeable up-set and accident conditions involving the release of hazardous materials into the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (*2020 General Plan, IX - Safety Element*)	☐	☐	☒	☐

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual*)	☐	☐	☐	☒
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*2020 General Plan, IX – Safety Element*)	☐	☐	☐	☒

Discussion:

1-3) Automotive dealerships having service centers typically do handle moderate levels of hazardous materials which typically consist of new and used motor oils, solvents, antifreeze, tires, etc. Future automotive dealership(s) will be required to obtain a permit from the Certified Unified Program Agency (CUPA) which is a division from the Fire Department. This Division of the Fire Department is responsible for insuring the safe handling and disposal of hazardous materials. The CUPA Division will review the levels and extents of hazardous materials used by businesses and determine the need and the hazard range prior to issuing a CUPA permit.

4) The project site is not on a hazardous materials site list compiled pursuant to Government Code Section No. 65962.5.

5-8) The proposed development is within an urbanized area already designed with roadways to accommodate access for emergency and other service vehicles. The project does not lie within the vicinity of an airport or private airstrip.

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

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements? *(2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources)*	☐	☐	☐	☒
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? *(2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources)*	☐	☐	☒	☐
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? *(2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)*	☐	☐	☐	☒

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on- or off-site? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
5. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
6. Otherwise substantially degrade water quality? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
10. Inundation by seiche, tsunami, or mudflow? *(2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)*	☐	☐	☐	☒

Discussion:

1-6) There are no surface water bodies or wetlands in the project vicinity which could be affected by the expected subsequent development of the project site enabled by the proposed RSC Plan amendment. However, eventual development of the 100 percent pervious site surface will place anticipated increased demands on the City's water resources. The existing absorption rates, drainage patterns, and runoff rates of the undeveloped parcel will also be affected by the proposed project. The General Plan and the Rose-Santa Clara Specific Plan EIR anticipated such runoff and necessary public improvements are in place to handle the increased surface runoff. Runoff from existing automotive dealerships are directed to existing storm drain system running along Auto Center Drive. However, site and system design details for the future automotive dealerships will be reviewed during the DDR process and the project design and the developer shall be required to comply with the National Pollutant Discharge Elimination System (NPDES) requirements for discharge of surface runoff. The developer is required to comply with the permit requirements through incorporation of design features and use of best management practices (BMPs) appropriate and applicable to the project. The City of Oxnard will review all proposed project plans for compliance with NPDES requirements as part of the plan review and construction inspection process. The developer will install storm drain improvements for this project including biofiltration in some areas, and installation of mechanical treatment devices. Based on the above, no impacts are anticipated with regard to water quality. **Therefore, no significant adverse impacts are expected relative to stormwater volume or water quality**.

The project will also result in the need for water service, however the General Plan and City water delivery capital improvement program anticipates development of the subject site. **No significant adverse water quality impacts are anticipated.**

7-10) According to Figure IX-3 of the General Plan, the project site is not located within the 100-year flood plain. No other risks concerning seiche, tsunami, or mudflows have been identified for the proposed project. **No significant adverse impacts are expected for these risks.**

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

I. LAND USE AND PLANNING

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

Discussion:

1-3) The proposed RSC Plan amendment would allow the continuation of the major use from one use area to an immediately adjacent use area in response to market demand. The change does not divide a community. There are not habitat conservation plans or communities on or near the site. The City would benefit from the eventual development of an Auto Sales and Service use in terms of sales taxes paid on the sale of vehicles.

Based on the above, the project does not result in any potential for a significant adverse effect on the environment related to land use or planning.

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

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒

Discussion:

1-2) According to the 2020 General Plan, the project is not expected to create a unique demand on available mineral resources in the City, since the project site is not located in a designated mineral resource zone or an area of importance for mineral deposits. **Therefore, no significant adverse effects on natural and mineral resources are expected.**

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

K. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐

K. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒

Discussion:

1-6) The proposed amendment and subsequent expected development project is concerns a vacant site and any new development will increase ambient noise levels. According to Figure X-1, of the Noise Element in the General Plan, the project site and the vicinity are located in an area designed with 60 CNEL in the year 2020. Short-term noise impacts generated by grading and construction activities are anticipated to occur, however with mitigation measures imposed as part of the DDR permit process, short-term noise impacts will be reduced to less than significant. **Therefore, no significant adverse effects on noise are expected.**

Mitigation: No mitigation measures are required.

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒

Discussion:

1-3) The proposed amendment and probably subsequent development does not remove existing homes or displace people. Urban services are presently provided to the subject site and the project does not result in significant impacts to population or housing (see public services section, below). **No adverse impacts to population and housing concerns are anticipated.**

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

M. PUBLIC SERVICES*

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
2. Police protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
3. Schools? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
4. Parks? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
5. Other public facilities? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐

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

Discussion:

1. The proposed probable subsequent development will be conditioned through the DDR process to include adequate fire hydrants, vehicular and pedestrian access, signage, smoke detectors and all requirements of the Uniform Fire Code in order to minimize any potential impacts on fire services. In addition, standard Fire Department conditions will be incorporated into the proposed project. **With the inclusion of standard Fire Department conditions, impact on fire services is considered to be less than significant.**

2. According to the City's 2020 General Plan, the current staffing ratio of City police officers to population should be maintained to provide adequate police services as the City's population increases. The City monitors the need for additional equipment, facilities, and/or personnel as part of the Five-Year Development Plan. Through this action, the City ensures that police services are available to serve new development, including the proposed project and cumulative development in the City. The increase in tax base generated by the project and cumulative projects would help fund the project's share of necessary police service expansion within the City. In addition, the project shall coordinate with the Police Department and incorporate any design elements (such as those pertaining to site access, site security, lighting, etc.) which will reduce demands for police protections service to the site and which will help ensure adequate public safety. **Therefore, impact on police services is considered to be less than significant.**

3-4) The proposed probable subsequent development has no residential units, and therefore has no impact significant impact on schools or parks.

5) The maintenance and development of the water facilities under the jurisdiction of the Calleguas Municipal Water District (CMWD) are provided for through a Capital Construction Charge. The site has already been annexed into the Calleguas Municipal Water District. **No mitigation is necessary or required.**

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

N. RECREATION

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

Discussion:

1-3) The probable eventual development of the project site as a result of the RSC Plan amendment would add a relatively small number of jobs within the City that would be filled, to an unknown degree, by existing and new residents. New residents would have a small impact on existing recreational resources. There are no **Impacts to parks as a result of the proposed project.**

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

O. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☒	☐

O. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☒	☐
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 – Transportation/Circulation*)	☐	☐	☒	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation*)	☐	☐	☒	☐
5. Result in inadequate emergency access? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☐	☒
6. Result in inadequate parking capacity? (*Zone Ordinance - Parking Regulations and Parking Lot Design Standards*)	☐	☐	☐	☒
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (*Bicycle Facilities Master Plan*)	☐	☐	☐	☒

Discussion:

1-3) The project site has been anticipated to be developed for Business Park use, in accordance with the RSC Plan. The proposed amendment is expected to result the development of about 10 acres of auto sales and services uses. Table 1 shows a comparison of traffic generation under a theoretical buildout of the 10 acre site with Business Park and Auto Sales and Service uses where the structures occupy 20% of the site, a standard ratio of structure area to total site area for new dealerships.

Table 1

Site size: 435,600 sf	Maximum SF	Total average daily traffic*	AM Peak Hour*	PM Peak Hour*	Saturday*
Business Park	50% FAR 217,800 sf	12.76/K 2,769	1.43/K 310	1.29/K 278	2.56/K 555
Auto Sales and Services	20% FAR 87,120	33.34/K 2,900	2.2/K 191	2.72/K 236	21.03/K 1,829
% Change		+ 4.7%	- 38%	- 15%	+ 229%

* 7th Edition, Trip Generation, ITE, Attachment D

As shown in Table 1, overall daily trip generation is slightly higher with an Auto Sales and Service use compared to a Business Park use, while AM and PM peak hour trips are lower. Saturday traffic is significantly higher for the Auto Sales and Service use compared to a Business Park use. In the net, the impact of allowing the Auto Sales and Service use would not significantly alter the overall traffic generation already anticipated in the RSC Plan. The additional Saturday traffic would be accommodated by the design capacity of the traffic network which is scaled to the AM and PM peak period flows, which are higher than the Saturday volumes. **Therefore, the project would have an insignificant impact on RSC Plan planned traffic.**

4-7. Subsequent Auto Sales and Service project development applications are subject to the DDR permit process that examines the site access points, parking, bicycle and pedestrian circulation, and may require a project specific traffic study to determine off-site impacts on nearby roadway segments and intersections. Applicable City and County traffic mitigation fees will be assessed as part of the DDR process. **The project would have no significant impacts.**

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

P. UTILITIES AND SERVICE SYSTEMS

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

P. UTILITIES AND SERVICE SYSTEMS

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

Discussion:

1-7) The project represents additional demand on utilities and service systems which have been considered within the anticipated build-out scenario for this area. Based on recent and similar projects, the City expects that this project can be served without significantly impacting existing services. During the DDR review process the developer will be required to submit utility service plans which will include details, specifications, and reporting information demonstrating that the infrastructure utility and services systems will be designed to support the proposed development. The proposed project will be required to comply with measures to treat wastewater by implementing Best Management Practices (BMP's). The project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Further, the project will not be required to or result in the construction of new storm water drainage facilities or water or wastewater treatment facilities or expansion of any

of these existing facilities. The proposed project is an anticipated land use for this area and in the buildout of the City's General Plan. The City will provide refuse collection services to the project site which meet applicable solid waste regulations.

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

No new significant adverse effects to the RSC Plan are expected to result from the proposed project that allows Auto Sales and Service use within the Business Park use. Possible significant adverse impacts resulting from the expected future Auto Sales and Service development on 10 acres fronting Auto Center Drive will be determined and mitigated, as needed, as part of the DDR permit review process that is an adaptive management CEQA process. Possible DDR mitigations are listed, but are not limited to, those included in Attachment D.

ATTACHMENTS

A. Location Figures and Maps
B. Proposed Text Amendment
C. List of Possible DDR Mitigations (Adaptive Management CEQA Program)
D. ITE 7th Edition Trip Generation Tables

ADDITIONAL REFERENCES

1. California, State of, Air Resources Board, *URBEMIS 2002 Program.*
2. California, State of, Governor's Office, Office of Planning and Research, Office of Permit Assistance, *Hazardous Waste and Substances Sites* - List Pursuant to AB 3750, current edition.
3. California, State of, Office of Planning and Research, *California Environmental Quality Act Statutes*, Sacramento, California: January 1, 2002.
4. California, State of, Office of Planning and Research, *Guidelines for Implementation of the California Environmental Quality Act*, Sacramento, California: February 1, 2001.
5. California, State of, Office of Planning and Research, *Planning, Zoning and Development Laws*, November 2000.
6. City of Oxnard, *The Municipal Code of the City of Oxnard - Zoning Ordinance*, current edition.
7. City of Oxnard, *2020 General Plan* (adopted 1990), amended and EIR.
8. City of Oxnard, *2020 General Plan Update Background Report* (June, 2006)
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12. Ventura County Air Pollution Control District, *Air Quality Management Plan*, current edition.
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Environmental Impact Reports

23. City of Oxnard, *FEIR 94-1 for the Oxnard Factory Outlet, Phase III.*
24. City of Oxnard, *FEIR 95-2 for the Shopping Center at Lockwood and Rose Avenue.*
25. City of Oxnard, *FEIR 95-3 for the Redevelopment Project.*
26. City of Oxnard, *FEIR 96-1 for the Northshore Project at Harbor Boulevard and Fifth Street.*
27. City of Oxnard, *FEIR 96-2 for the Northwest Specific Plan.*
28. City of Oxnard, *FEIR 97-1 for the Ormond Beach Specific Plan.*
29. City of Oxnard, *FEIR 98-1 (Supplemental) for the Northeast Specific Plan.*

30. City of Oxnard, *FEIR 98-2 (Supplemental) for the Westport at Mandalay Bay Project (Tract 5196).*
31. City of Oxnard, *FEIR for the RiverPark Specific Plan Project.*

Specific Plans

32. City of Oxnard, *Northfield and Seagate Specific Plan*, July 3, 1984.
33. City of Oxnard, *Mandalay Bay Specific Plan*, January 9, 1985.
34. City of Oxnard, *Oxnard Town Center Specific Plan*, October 1, 1986.
35. City of Oxnard, *Rose-Santa Clara Corridor Specific Plan*, July 15, 1986, with amendments
36. City of Oxnard, *McInnes Ranch Business Park Specific Plan*, December 20, 1988.
37. City of Oxnard, *Northeast Community Specific Plan*, February 8, 1994.
38. City of Oxnard, *Northwest Community Specific Plan*, July 20, 1998.
39. City of Oxnard, *RiverPark Specific Plan*, August 2002.

ATTACHMENT A
LOCATION

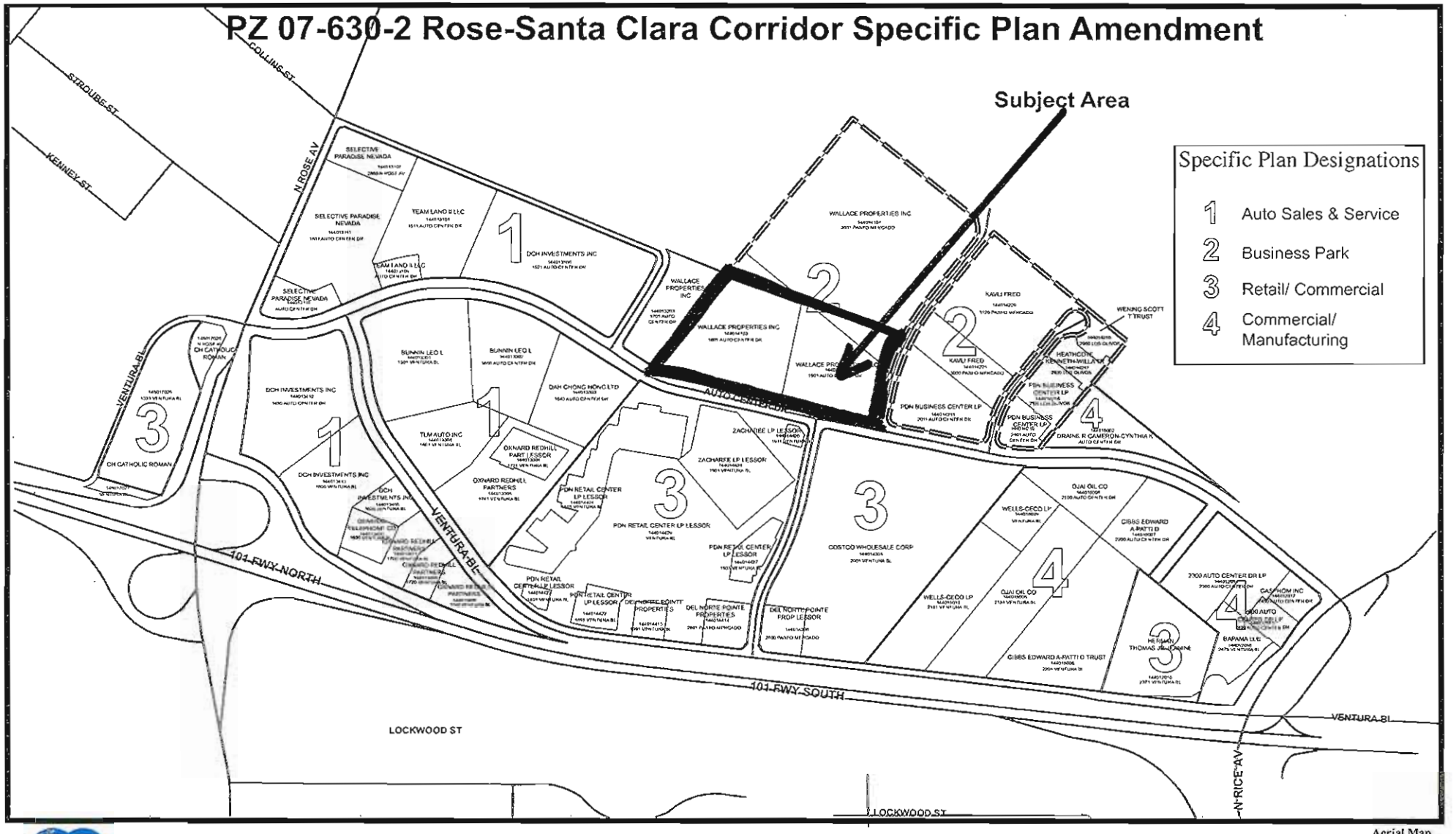
INITIAL STUDY-NEGATIVE DELARATION NO. 07-08

Rose-Santa Clara Corridor Specific Plan
Business Park Use Amendment

PZ 07-630-02 (Specific Plan Amendment)

Location: 1801 Auto Center Drive and 2901 and 3001 Paseo Mercado

PZ 07-630-2 Rose-Santa Clara Corridor Specific Plan Amendment



Aerial Map

Oxnard Planning

June 11, 2007

PZ 07-620-5, PZ 07-630-2

Location: 1801 Auto Center Dr, 2901, 3001 Paseo Mercado

APN: 144014101, 144014102, 144014103

0 125 250 500 750 1,000 Feet

Aerial Map

N W E S

ATTACHMENT B
PROPOSED AMENDMENT TO SECTION 4.2.2

INITIAL STUDY-NEGATIVE DELARATION NO. 07-08

Rose-Santa Clara Corridor Specific Plan
Business Park Use Amendment

PZ 07-630-02 (Specific Plan Amendment)

Location: 1801 Auto Center Drive and 2901 and 3001 Paseo Mercado

4.2.2 Business Park

The purpose of these provisions is to regulate the development and use of the area designated for business park uses on the Rose-Santa Clara Corridor site. This is a planned office, industrial and heavy commercial area designed to provide an economic and employment base for the community, . and to accommodate Auto Sales and Service use on 15 acres fronting Auto Center Drive, west of Paseo Mercado.

Uses permitted subject to Development Design Review Permit include, but are not limited to, the following:

1. Office
   a. Administrative, financial, professional and other general office uses.

2. Limited Industrial Uses including, but not limited to, the following:
   a. Manufacturing plants and facilities.
   b. Assembly plants and facilities.
   c. Research laboratories and facilities.
   d. Product development facilities.
   e. Testing laboratories and facilities.
   f. Service industries including, but not limited to, the following:
      (1) Repair, maintenance or servicing of appliances, component parts, motor vehicles, etc.
      (2) Tooling and small machine shops.
      (3) Testing shops.
      (4) Photofinishing and photographic processing facilities.
      (5) Blueprinting, reproduction and copying services, photoengraving, printing, publishing and bookbinding.
   g. Industries engaged in distribution, storage and warehousing.
   h. Wholesale businesses.
   i. Construction industries, such as general contractors and specialty contractors, etc., along with their accessory and incidental office uses.
   j. Mini-warehouse storage facilities.

3. Heavy retail and heavy service commercial uses including, but not limited to, the following:
   a. Wholesale businesses, such as building, electrical and plumbing supply sales.
   b. Equipment sales.
   c. Tire, battery and accessory shops and accessory indoor installation facilities.
   d. Warehouse and sales outlets for furniture, carpets, appliances, etc.
   e. Wholesale/rental agencies for home and garden equipment.
   f. Automobile and truck rental agencies.

4. Service commercial uses including, but not limited to, the following:
   a. Business furniture, supplies and equipment sales computer and business machine sales and service uses.
   b. Office supplies, stationary and card stores.
   c. Restaurants and cafes.

5. Commercial recreation uses including, but not limited to, the following:
   a. Bowling alleys.
   b. Health and athletic facilities.

6. Vehicle dealerships, including auto, truck, motorcycle and recreational vehicle sales, leasing and service (dealerships and/or independents). Accessory uses may include, but are not limited to, the following:
   a. Repair, maintenance and servicing of appliances or component parts for motor vehicles.
   b. Tooling.
   c. Testing shops (excluding noise producing or noxious performance testing).
   d. Repair, maintenance and servicing of above-listed items.
   e. Diagnostic labs.
   f. Experimental automobile assembly and fabrications.
   g. Vehicular storage areas (exclusive of impound yards).
   h. Paint and restoration shops.
   i. Body shops.

B. Conditionally Permitted Uses

1. Drive-through services.
2. Uses otherwise permitted that may require incidental outdoor storage.

C. Land Use Mix

The following uses shall be limited to the percentage of area within the business park land use area listed in Table 3. The purpose of this performance standard is to allow flexibility with regard to the mix of land uses in the business park area while limiting the overall traffic generation in order to ensure the adequacy of the planned circulation system.

TABLE 3

ALLOWABLE LAND USE MIX BUSINESS PARK LAND USE AREA

Use	Maximum Percentage of Net Area
Office	40
Limited Industrial/Heavy Commercial	100
Service Commercial	20
Commercial Recreation	10
Vehicle Dealerships	50

D. Property Development Standards

1. Building site area – 10,000 square foot minimum.
2. Building site area – vehicle dealerships.
   a. 20,000 square foot minimum
3. Building site width – 90 feet minimum.
4. Building site depth – 100 feet minimum.
5. Building site depth – vehicle dealerships.
   a. 80 feet minimum.
6. Building height limit – 35 feet. Additional height may be permitted when approved by the Community Development Director.
7. Building setbacks
   a. Front yard – 30 feet minimum.
   b. Side yard – no minimum side yard required.
   c. Rear yard – 20% of the depth of the lot, but not to exceed 20 feet.
8. Building setbacks – vehicle dealerships.
   a. Front yard – 65 feet minimum on Auto Center Drive. The front yard setback on Paseo Mercado shall be 35 feet.
   b. Side yard – no side yard is required on interior lot lines. A common building wall with a zero setback may be established during the site plan and building design review process, provided that documentation exists describing the exchange and recordation of necessary documents to ensure adequate access, parking and easements to serve the developments.
   c. Rear yard – No rear yard setback is required.
9. Site coverage – the total ground floor of structures shall not exceed 50 percent of the total lot area.
10. Auto Sales and Service use (dealerships) is limited to up to sites with frontage on Auto Center Drive, west of Paseo Mercado, and totaling not more than approximately 15 net acres.

ATTACHMENT C
POSSIBLE ADAPTIVE MANAGEMENT MITIGATIONS THAT MAY BE IMPOSED AS PART OF A SUBSEQUENT DESIGN, DEVELOPMENT, AND REVIEW PERMIT FOR A SPECIFIC AUTO SALES AND SERVICE DEVELOPMENT PROPOSAL ON THE PROJECT SITE

INITIAL STUDY-NEGATIVE DELARATION NO. 07-08

Rose-Santa Clara Corridor Specific Plan
Business Park Use Amendment

PZ 07-630-02 (Specific Plan Amendment)

Location: 1801 Auto Center Drive and 2901 and 3001 Paseo Mercado

POSSIBLE MITIGATION MEASURES
ADAPTIVE MANAGEMENT PROGRAM

Air Quality -- Short-Term Impacts:

C-1 Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-2 During smog season (May through October), Developer shall lengthen the construction period so as to minimize the number of vehicles and equipment operating at the same time.

C-3 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-4 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-5 During construction, Developer shall control dust by the following activities:

a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

C-6 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

C-7 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.

C-8 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.

C-9 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.

Cultural Resources

E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the project site prior to issuance of any grading permits. The survey shall include 1) an archaeological and historical records search through the California

Historical Resources Information System at Cal State Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning and Environmental Services Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to initiation of the Phase I activities.

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

E-2 Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits.

Geology & Soils:

F-1 A site-specific soils investigation that addresses, at a minimum, liquefaction and compressible soil characteristics on the site, shall be prepared by a licensed geo-technical engineer for review and comment by the City. The report shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of the report shall be incorporated into the project as conditions of approval. The report shall be submitted no later than at the time plans are submitted for review by the Building Official.

Short Term Noise Impacts:

K-1 During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

K-2 The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

K-3 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

K-4 Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

Utilities and Service Systems

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

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

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

P-5 To ensure accurate and consistent monitoring of solid waste mitigation measures, Developer and ___ operator shall arrange with the City Environmental Resource (Solid Waste) Division for the collection and recycling of materials generated from the project's construction and occupancy. This shall be accomplished prior to issuance of a building permit.

P-6 Developer shall make provisions to divert at least 50% of the waste material generated during operation through source reduction, recycling, reuse, and/or green waste programs. Developer shall submit an Occupancy Recycling Plan which shall include the following information: estimated quantities and materials to be generated, management method to be used to reduce landfill disposal; quantity, size and location of recycling and trash bins, destination of material including the names of haulers and facility locations. Recycling and green waste shall be hauled to the City's Materials Recycling Facility. The Occupancy Plan form must be submitted and approved prior to issuance of a certificate of occupancy.

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

ATTACHMENT D
ITE TRAFFIC GENERATION RATES
7TH EDITION

INITIAL STUDY-NEGATIVE DELARATION NO. 07-08

Rose-Santa Clara Corridor Specific Plan
Business Park Use Amendment

PZ 07-630-02 (Specific Plan Amendment)

Location: 1801 Auto Center Drive and 2901 and 3001 Paseo Mercado

TRIP GENERATION

7th Edition • Volume 3 of 3

TRIP GENERATION RATES, PLOTS AND EQUATIONS

- Institutional (Land Uses 500–599)
- Medical (Land Uses 600–699)
- Office (Land Uses 700–799)
- Retail (Land Uses 800–899)
- Services (Land Uses 900–999)

ite
Institute of Transportation Engineers

New Car Sales
(841)

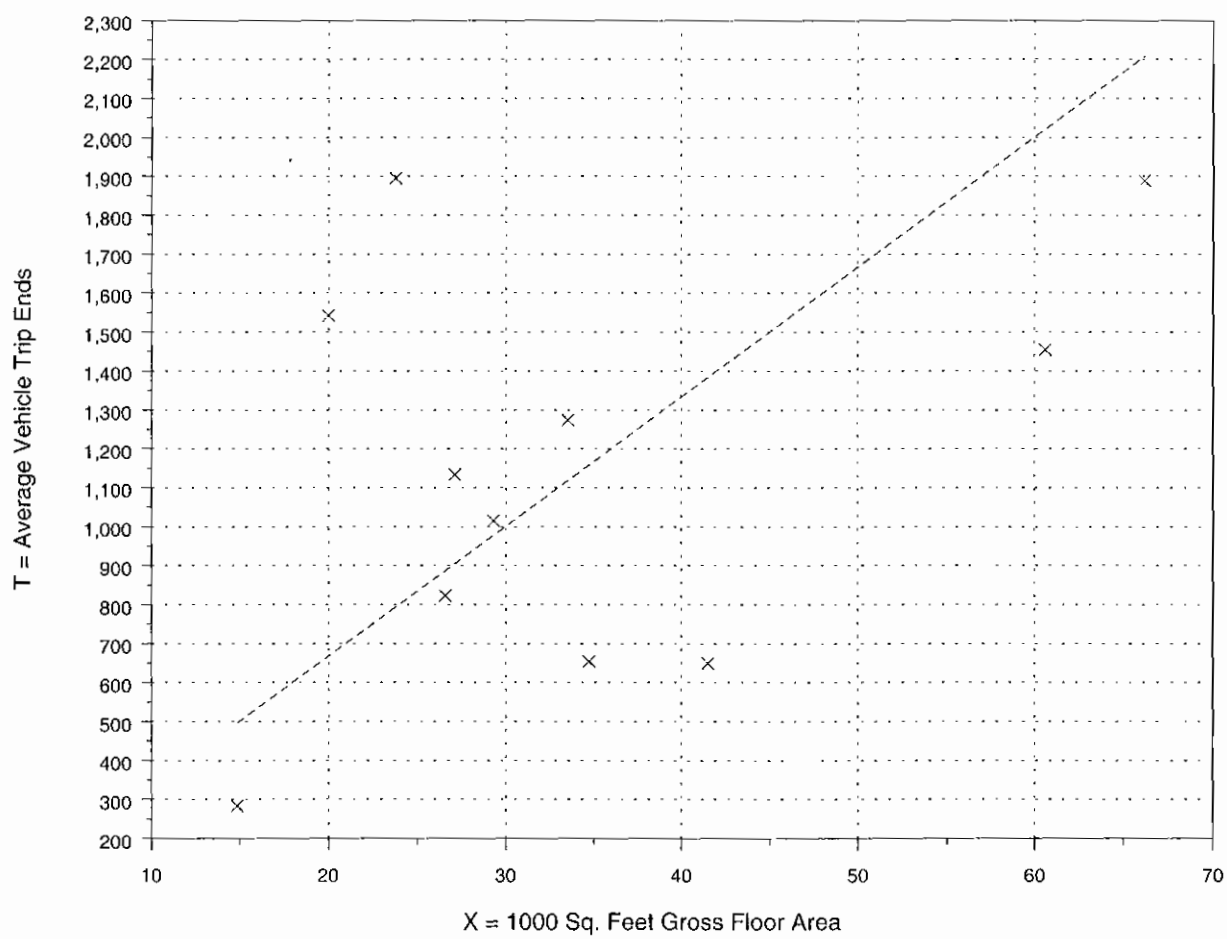
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 11
Average 1000 Sq. Feet GFA: 34
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
33.34	15.64 - 79.66	18.88

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

New Car Sales
(841)

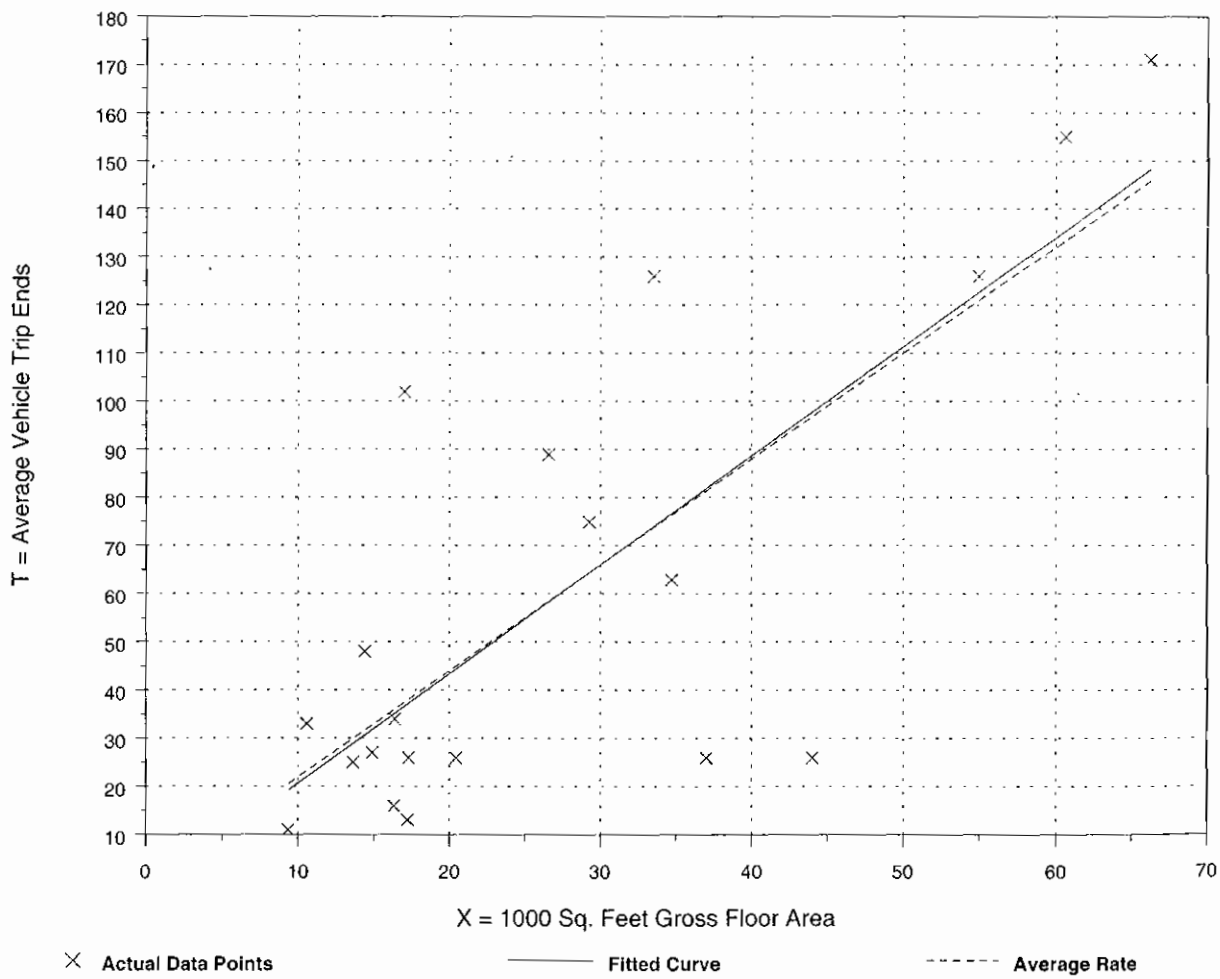
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 20
Average 1000 Sq. Feet GFA: 28
Directional Distribution: 56% entering, 44% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.20	0.59 - 6.00	1.85

Data Plot and Equation



Fitted Curve Equation: T = 2.27(X) - 1.92

R^2 = 0.60

New Car Sales
(841)

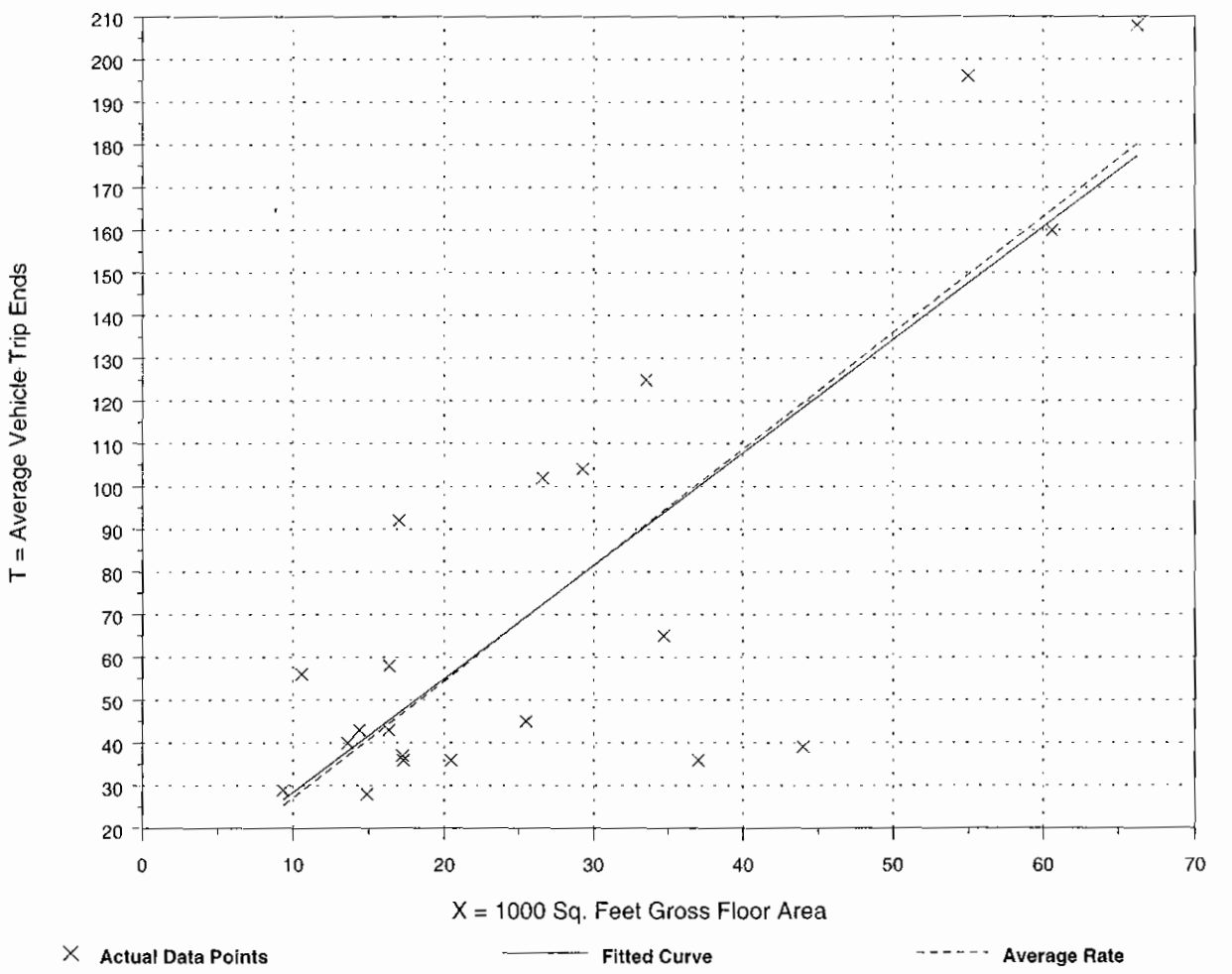
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 21
Average 1000 Sq. Feet GFA: 28
Directional Distribution: 45% entering, 55% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.72	0.89 - 5.41	1.96

Data Plot and Equation



Fitted Curve Equation: T = 2.64(X) + 2.09 $R^2 = 0.64$

New Car Sales
(841)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

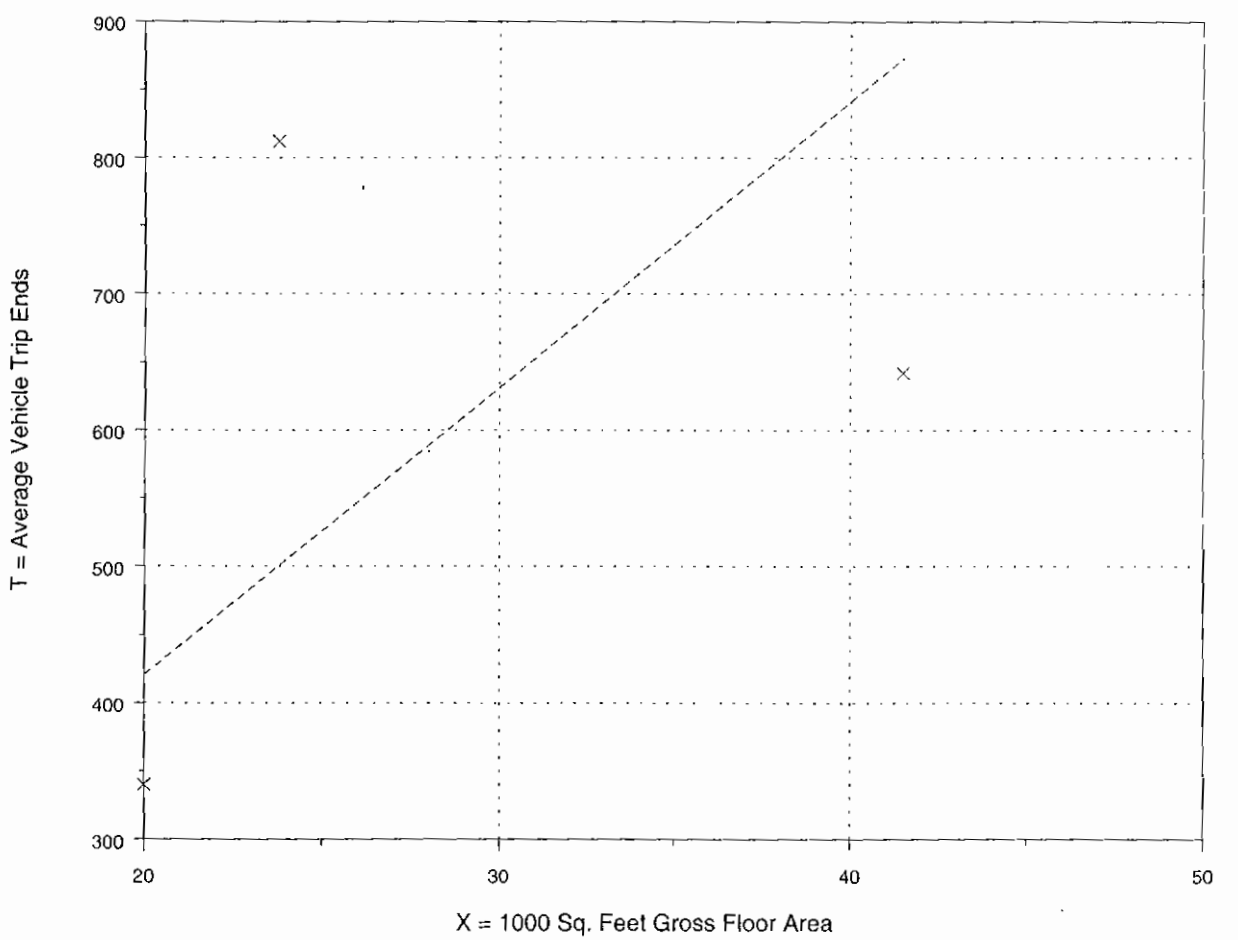
Number of Studies: 3
Average 1000 Sq. Feet GFA: 28
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
21.03	15.47 - 34.12	9.38

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



× **Actual Data Points** ------ **Average Rate**

Fitted Curve Equation: Not given R^2 = ****

Business Park
(770)

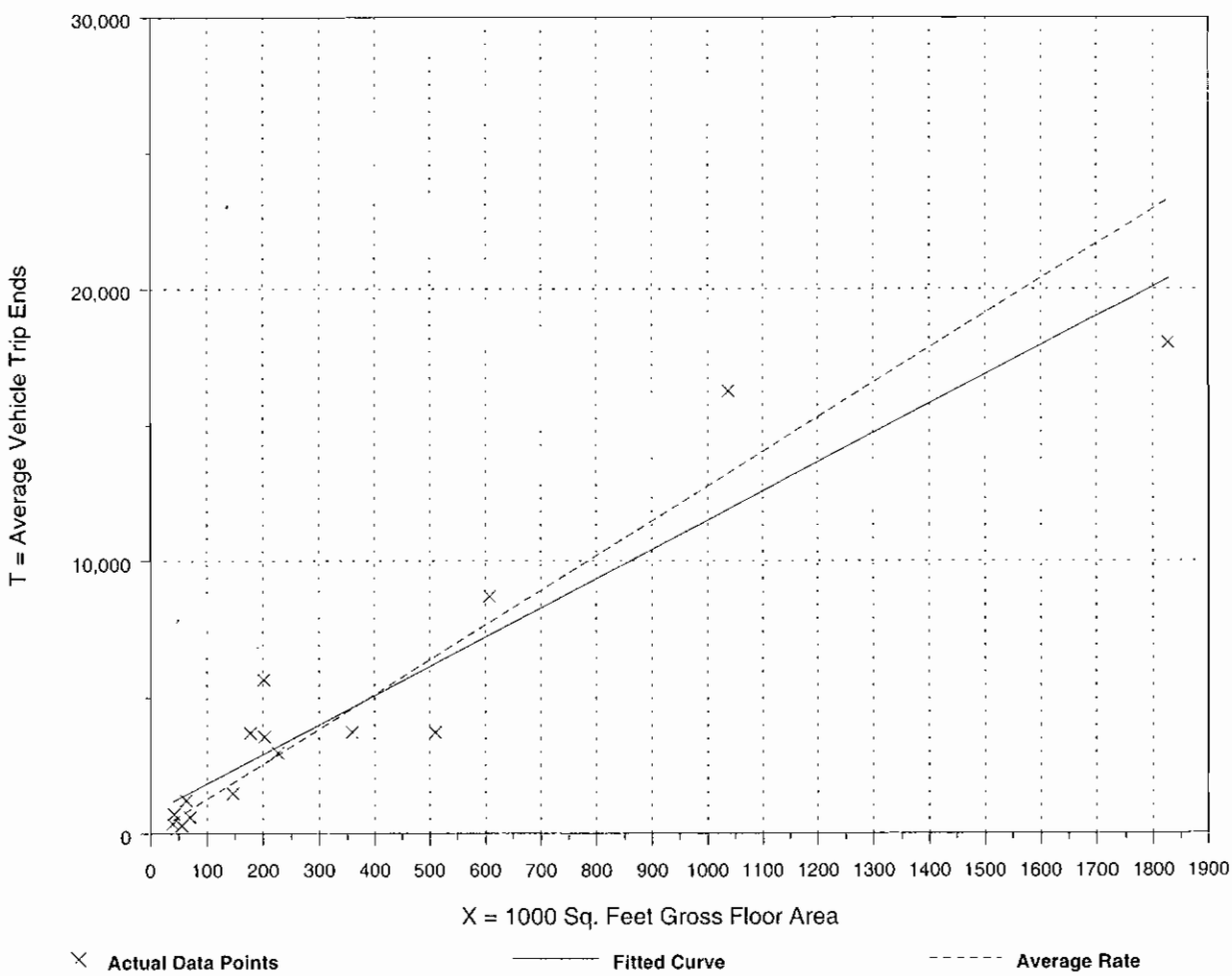
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 15
Average 1000 Sq. Feet GFA: 371
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
12.76	5.56 - 27.96	5.78

Data Plot and Equation



Fitted Curve Equation: T = 10.75(X) + 747.41 **R^2 = 0.89**

Business Park
(770)

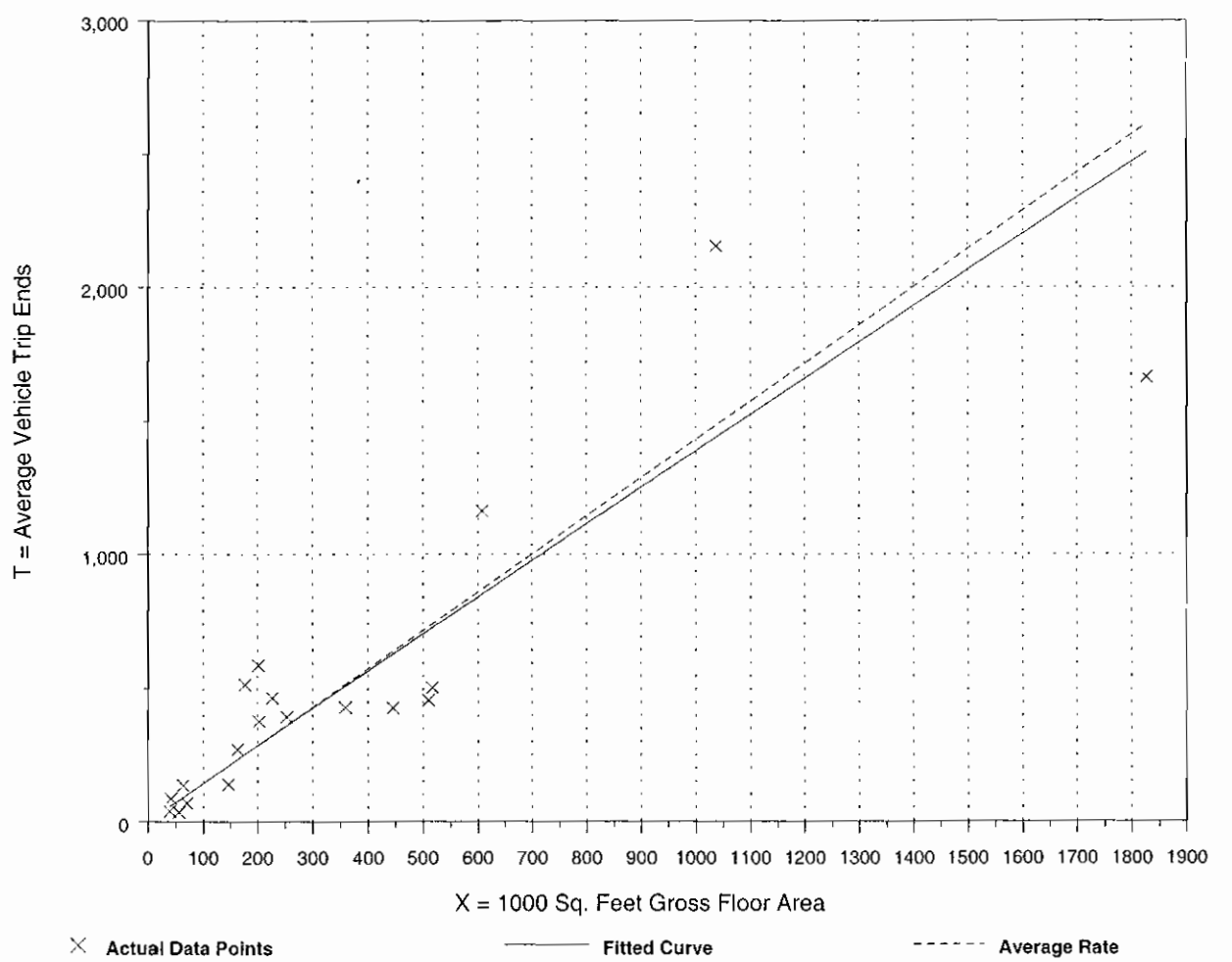
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 19
Average 1000 Sq. Feet GFA: 366
Directional Distribution: 84% entering, 16% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.43	0.65 - 2.90	1.34

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) + 0.45 $R^2 = 0.85$

Business Park
(770)

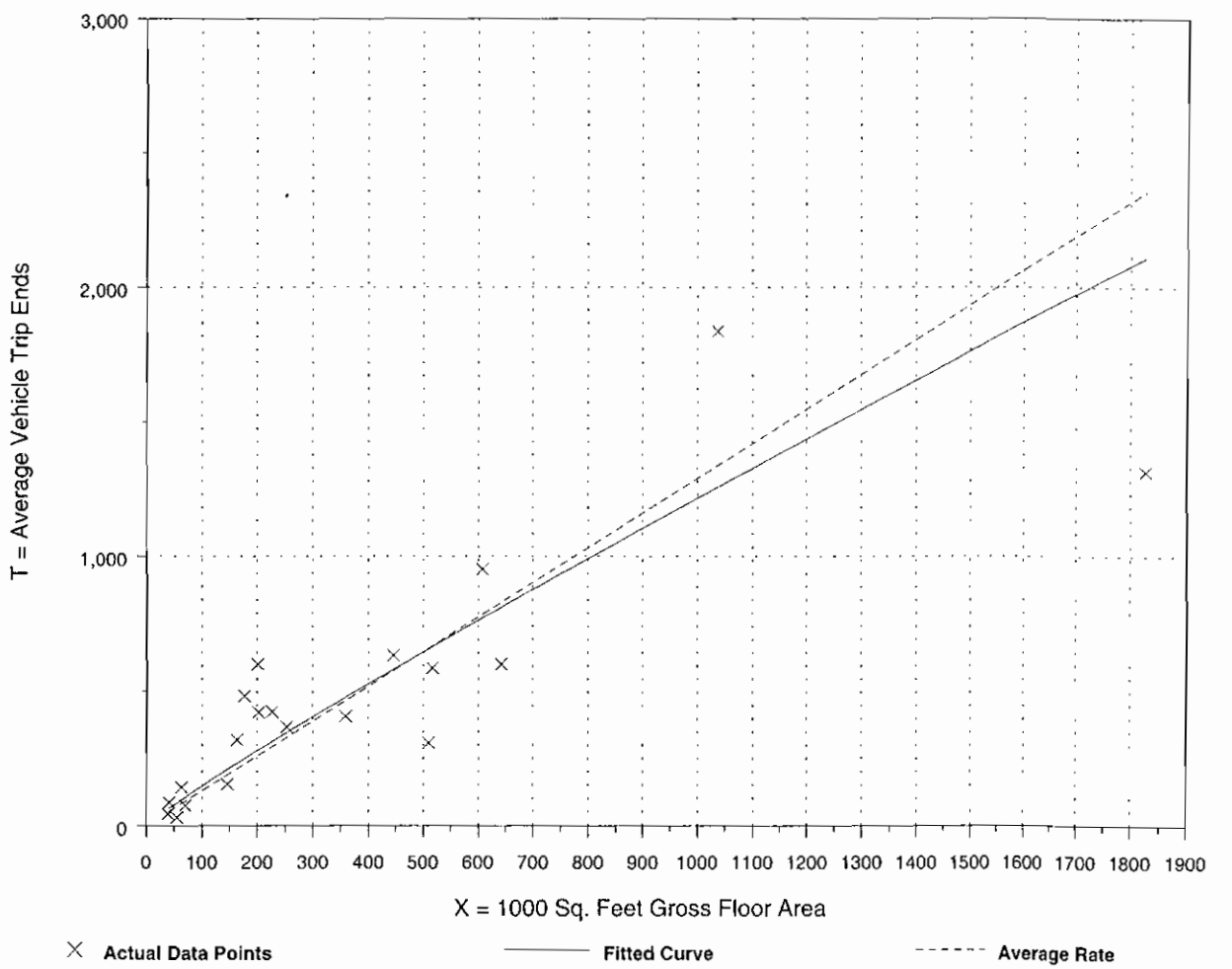
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour

Number of Studies: 20
Average 1000 Sq. Feet GFA: 379
Directional Distribution: 23% entering, 77% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.29	0.55 - 2.97	1.28

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.78 $R^2 = 0.82$

Business Park
(770)

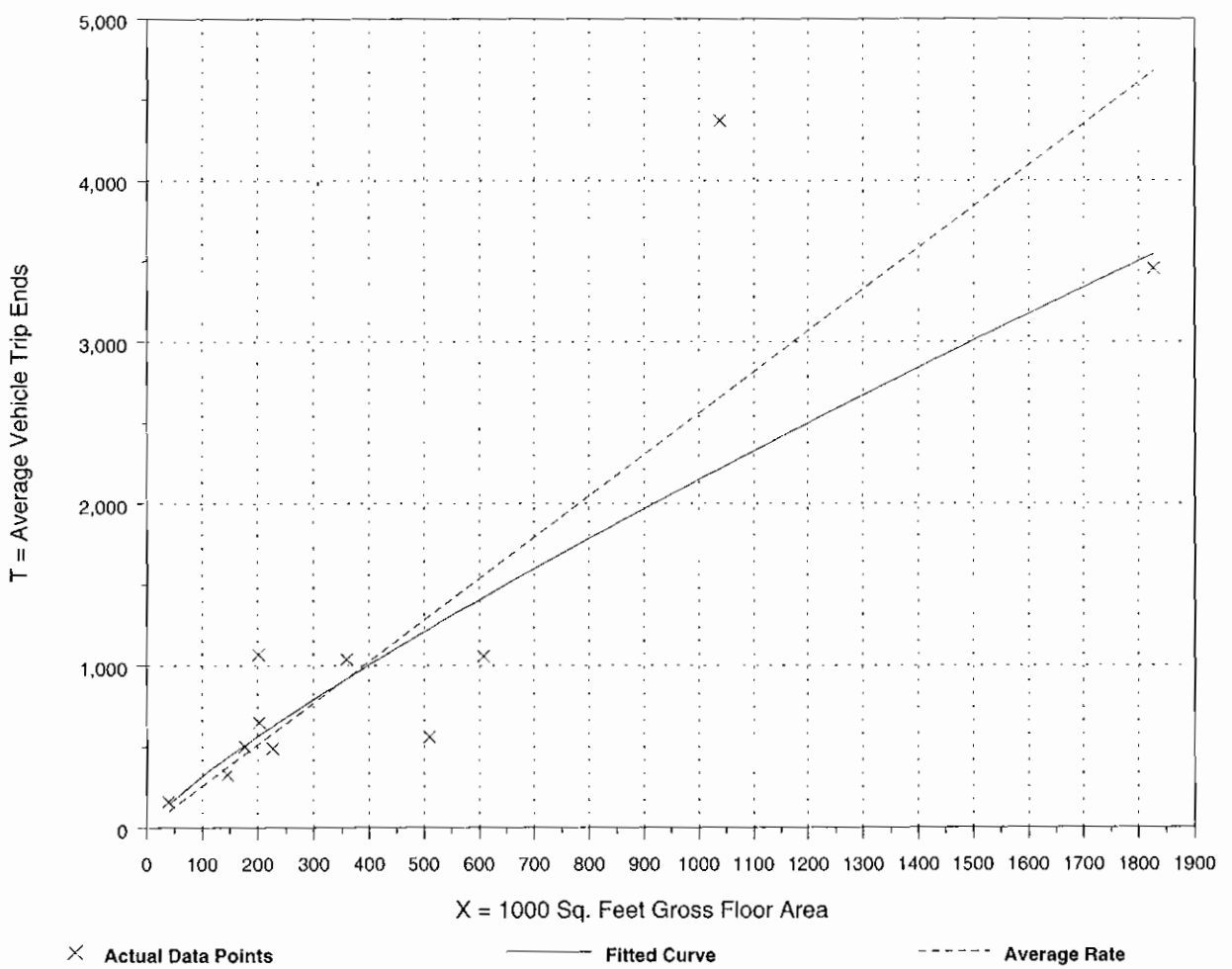
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

Number of Studies: 11
Average 1000 Sq. Feet GFA: 485
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.56	1.10 - 5.30	1.96

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.94 $R^2 = 0.81$