



*Planning Division*

## PLANNING COMMISSION STAFF REPORT

**TO:** Planning Commission

**FROM:** Kathleen Mallory, AICP, Project Planner

**DATE:** November 1, 2007

**SUBJECT:** PZ 06-570-06 (Zone Change); PZ 05-300-30 (Tentative Parcel Map); and PZ 05-500-27 (Special Use Permit) - Southeast corner of Victoria Avenue and Teal Club Road

1. **Recommendation:** That the Planning Commission:
  - a. In accordance with the California Environmental Quality Act, adopt Mitigated Negative Declaration 2006-05 finding that the proposed project will not have a significant effect on the environment.
  - b. Adopt a resolution recommending that City Council approve PZ 05-300-30 (Tentative Parcel Map) to create three parcels for light industrial and future retail/BRP uses.
  - c. Adopt a resolution recommending that the City Council approve PZ 05-570-06 (Zone Change) to change the zone district from Business and Research Park to Light Industrial, Planned Development (M-1-PD) on Parcel 3.
  - d. Adopt a resolution approving PZ 05-500-27 (Special Use Permit) for the construction of a self storage facility with caretaker's unit and new industrial condominium building, subject to certain findings and conditions.
  
2. **Project Description and Applicant:** A request for a tentative parcel map (PZ 05-300-30), zone change (PZ 06-570-06) and a special use permit (PZ 05-500-27) for development on 9.67 acres located on the southeast corner of Teal Club Road and Victoria Avenue (APN 183-0-090-575). The tentative map proposes to subdivide the existing parcel into three individual parcels: one parcel for industrial and self-storage use, and two parcels for future commercial/retail development. The zone change request pertains to one of the proposed parcels (Parcel 3) to change the zoning designation from Business and Research Park (BRP) to Light Industrial, Planned Development (M-1-PD). The special use permit is necessary for the request to allow a caretaker's residence as part of the self-storage building, and to supplement the map request for condominium purposes on Parcel 3 for the industrial

buildings. Development on Parcel 3 encompasses 152,990 square feet of floor area (99,920 sq. ft. for the self-storage facility, and 53,070 for the industrial buildings). All uses are proposed to occur within an enclosed building. No outdoor storage or uses are proposed at this time. Build-out of Parcels 1 and 2 are not proposed at this time and would be considered at a later date. Filed by Teal Club Investors, L.P., 5023 N. Parkway Calabasas, Suite 200, Calabasas, CA 91302

3. **Existing and Surrounding Land Uses:** The proposed project site is essentially flat and is currently being used for agricultural row crops. A small fruit stand building is located at the northwesterly corner of the subject site. The Oxnard Airport borders the site to the south (see Attachment A, Vicinity, General Plan and Zoning Maps).

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	Business and Research Park	Airport Compatible	Agriculture
North	Ventura County	Ventura County	Agriculture
South	Ventura County	Airport Compatible	Agriculture and Oxnard Airport
East	Business and Research Park	Airport Compatible	Agriculture
West	Community Reserve	Ventura County	Agriculture

4. **General Plan Policies and Land Use Designation Conformance:** The General Plan land use designation on the project site is Airport Compatible. According to the definition of Airport Compatible within the General Plan, "Airport Compatible uses include low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of persons to hazards from aircraft. Airport compatible uses need not be directly related to or dependent upon the adjacent airport.... these uses are typical of a limited industrial or specialized commercial nature and have a maximum FAR of .40." The FAR associated with the proposed project is anticipated to be .35. The proposed industrial condominiums, self storage facility and future BRP uses are considered consistent with this General Plan land use designation. Further, the County of Ventura Department of Airports has reviewed the proposed project and the applicant has received a determination from the FAA of no hazard to air navigation (see Attachment B, FAA Letter Dated August 22, 2006). The project is not located within a specific plan area or neighborhood.
5. **Environmental Determination:** The proposed development is subject to review in accordance with the California Environmental Quality Act (CEQA). An initial study was prepared to analyze potentially significant adverse environmental effects of the proposed

project. For environmental analysis purposes, CEQA requires consideration of potential full build-out. Therefore, staff's analysis included 15,724 sq. ft. of potential commercial build out on Parcels 1 and 2 with drive through restaurant uses. Staff identified potential areas of concern as potentially being affected, as follows: agricultural resources, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, noise, and traffic and transportation. Mitigation measures were included to reduce the potentially significant impacts to less than significant levels.

The applicant agreed in writing to accept the mitigation measures recommended by staff, and the Mitigated Negative Declaration (MND) No. 06-05 was made available for public review and comment, from February 28, 2007 through March 20, 2007.

At that time, the project proposed an annexation and sphere of influence change, subject to approval of the Local Agency Formation Commission (LAFCO). After receiving comments from regulatory agencies and further discussions with City staff, it was determined that buildout of the ultimate roadway width (i.e. 96 feet) on Teal Club Road was not necessary for the proposed project at this time due to the anticipated average daily trips (ADT), that a 40-foot wide roadway would be sufficient for the project, and construction of the ultimate roadway width would best be coordinated with future construction of the Teal Club Specific Plan (SunCal) project.

The environmental document is now revised to clarify roadway improvements and the associated impact that these improvements would have upon drainage channels and hydrology (see Attachment C, October 25, 2007 IS/MND). The environmental document and associated air quality analysis were revised to reflect the removal of the drive through lanes and an 802-square foot building addition along Teal Club Road. Additionally, the applicant has secured an updated letter from their traffic consultant, Associated Transportation Engineers (ATE) (see Attachment D, Correspondence dated October 4, 2007).

This correspondence clarifies existing roadway and drainage ditch conditions along Teal Club Road. This correspondence and the characterization of impacts associated with the project have been incorporated into the traffic section of the updated environmental document. The revisions to the environmental document are not considered significant and do not significantly change the conclusions contained within this document.

#### Recirculation of MND

The project plans and MND were updated and recirculated from July 26, 2007 to August 15, 2007 to show revised roadway and drainage improvements along Teal Club Road; these improvements will occur along the approximately 1,600 foot property frontage on Teal Club Road (length measured from the centerline of Victoria Avenue). The existing segment of Teal Club Road east of Victoria Avenue is a two-lane unimproved roadway with no left turn channelization. An irrigation/drainage ditch runs along the north side of the roadway. Teal Club Road currently provides access to agricultural and industrial land uses plus a few

residential dwellings north of the Oxnard Airport. As part of this project, capacity and safety improvements to Teal Club Road along the project frontage will be completed. The project will widen and improve the paved section of Teal Club Road 1,600 feet east of Victoria Avenue to City design standards. The Teal Club Road improvements will include curb, gutter and sidewalk along the project frontage. Also included is the provision of a 10-foot wide continuous left-turn lane the length of the project frontage with a 12-foot to 12-foot 5-inch wide travel lane, and the existing irrigation/drainage ditch along the north side will be filled and paved. In addition, right of way along the project frontage will be dedicated to allow the construction of a northbound right turn lane at the Victoria Avenue/Teal Club Road intersection and ultimately the planned 6-lane section of Victoria Avenue. Improving Teal Club Road to City design standards and paving over the irrigation ditch removes roadway hazards which contribute to accidents and vehicle collisions associated with unimproved roadways. The planned roadway improvements such as the left turn channelization enhance the overall roadway capacity and safety.

A traffic signal will also be constructed at the intersection of Teal Club Road and Victoria Avenue to accommodate increased traffic and to regulate traffic flows. All improvements will take place within the City's existing right of way and do not require annexation or an adjustment to the City's sphere of influence from LAFCO. If and when ultimate development occurs north of the project site, Teal Club Road will be widened to the north as a secondary arterial (96 feet right of way width) with a concrete box culvert. As such, the applicant will be required to pay their fair share costs associated with said improvements at that time.

During the recirculation period, a number of comment letters were received. Comment letters from the following agencies required the slight modification of the July 26, 2007 environmental document. These comments were as follows: 1) Air Pollution Control District requested the imposition of an additional condition of approval to address fugitive dust; 2) Caltrans requested clarification of the ADT associated with the project; and 3) the Local Agency Formation Commission (LAFCO) requested that the project's location within the Oxnard Drainage District Number 1 be clarified and that detachment of this parcel be included in proceedings considered by LAFCO as part of the annexation into the Calleguas Water District. The traffic study was updated to address concerns raised during the public comment period (see Attachment E, Updated Traffic Study dated August 31, 2007).

#### Amended MND

The MND was amended to address Commission concerns expressed on September 20, 2007 pertaining to roadway and drainage ditch improvements. The roadway improvements along Teal Club Road and Victoria Avenue were characterized and a more detailed explanation was provided. Additionally, the information from the October 4, 2007 correspondence from ATE was incorporated into the document. The revised MND also clarified drainage ditch improvements.

Based on the environmental analysis, no significant adverse effects are expected to result from the proposed development. Therefore, staff recommends that Planning Commission adopt MND 06-05, as amended (see Attachment C).

6. **Surrounding Zoning and Land Uses:** The site is surrounded by other agricultural uses and the Oxnard Airport, which lies directly south of the proposed site.

Location	Zoning	Land Use
Project Site	BRP and M-1-PD proposed on Parcel 3	Airport Compatible
North	Ventura County	Agriculture
South	Ventura County	Agricultural and Oxnard Airport
West	Community Reserve	Agriculture
East	Business and Research Park	Agriculture

The existing BRP and proposed low intensity Light Industrial, Planned Development (M-1-PD) zoning designations are consistent with the Airport Compatible General Plan land use designation. Due to the imposition of the PD zoning overlay associated with the zone change, approval of an SUP is required for the self storage building with caretakers unit and new industrial building.

7. **Analysis:**

- a. **General Discussion:** The project proposed is entirely within the City of Oxnard city limits and City of Oxnard sphere of influence. A total of 15,724 square feet of retail building square footage is proposed to be constructed on Parcels 1 and 2 within three buildings (see Attachment F, Project Plans). The project applicant originally proposed drive through facilities on Parcels 1 and 2; this was removed as a result of Commission discussion on September 20, 2007. The self storage facility was also proposed to be 152,188 sq. ft. and as a result of Commission discussion on September 20, 2007, the building was enlarged by 802-square feet to provide additional articulation along Teal Club Road (see discussion on the following page).

Anticipated development on Parcels 1 and 2 are analyzed in the MND for environmental review purposes only. The MND considered 4,225 square feet of building area on Parcel 1 and 11,499 square feet of area on Parcel 2, for a total of 15,724 square feet for allowable BRP uses. Build-out of these parcels are not a part of this request, and would be considered separately at a later date.

A reciprocal access agreement will be required on all three parcels. Three additional parking spaces are proposed on Parcel 2 on behalf of Parcel 1. Parcels 2 and 3 are significantly over-parked; therefore, this shared parking arrangement will ensure sufficient parking overall. A shared loading and unloading space between Parcels 1 and 2 will also require approval of a reciprocal loading and unloading agreement.

Development on Parcel 3 will occur within three buildings as follows:

Building Number	Square Footage, including mezzanine (Bldg. B and C)	Use
3A	99,920 sq. ft.	Self storage
3B	29,483 sq. ft.	Industrial condos/warehousing/office (not for sale at this time)
3C	23,587 sq. ft.	Industrial condos/warehousing/office (not for sale at this time)
Total	152,990 sq. ft.	

On September 20, 2007, the Planning Commission considered the aforementioned project and expressed some concerns regarding the proposed development project on the southeast corner of Victoria Avenue and Teal Club Road. The applicant has revised the project plans to address the Commission's concerns as follows (see Attachment G, October 10, 2007 correspondence from applicant):

- **Need for significant feature on the southeast corner of Victoria Avenue and Teal Club Road:** A water fountain and planter feature has been added to the project as prescribed by the Commission to address this prominent intersection and entryway into the City (see project plans).
- **Location of drive through facility on Parcel 1 is problematic:** Both drive through facilities on Parcels 1 and 2 have been removed and additional landscaping is proposed. This deletion has resulted in slight modifications to parking areas and pedestrian circulation. These are not considered significant design modifications but logical with the proposed removal. Should drive through facilities be proposed in the future, approval of a special use permit would be required. Removal of the drive through lanes also reduce the air quality impacts associated with the project to a less than significant level. The MND has been amended to reflect the removal of the drive through facilities.
- **Energy efficiency of industrial development:** In response to Commission comment, skylights were added to Building 3B and 3C (Industrial

Condominiums).

- **Self storage building articulation along Teal Club Road:** The northerly building elevation along Teal Club Road was increased by 802 square feet (for a total of 152,990 sq. ft.) to provide additional building articulation. The building still meets the required setback.
- **Adequacy of Environmental Document:** The environmental document has been amended to address the concerns identified by the Commission (see discussion under Section 5 of this staff report).

**b. Relevant Project and Property History, Related Permits:** None.

**c. Land Use/Airport Compatibility:** The proposed General Plan land use designation is Airport Compatible. The existing BRP zoning designation and proposed M-1-PD zoning designation on Parcel 3 is consistent with the Airport Compatible land use designation. The proximity of the airport poses some land use and development constraints. The buildings and building heights have been selected considering the FAA height and use restrictions and the zoning ordinance and Comprehensive Land Use Plan (CLUP) restrictions for buildings and uses in proximity to the airport. A condition of approval will be required for all building space on Parcel 3 informing tenants of the presence of aircraft noise associated with the adjacent airport. The County Department of Airports has endorsed the construction of the proposed project provided the aforementioned disclosure is required.

**d. Zoning Compliance:** The project has been reviewed for conformance with the BRP and proposed M-1-PD zoning designation regulations as follows:

DEVELOPMENT STANDARD	REGULATORY REQUIREMENT	PROPOSED	COMPLIANCE?
Setbacks and Parking (Parcel 1 - BRP)	Front (Victoria Avenue) 40 feet	44 feet	Yes
	*Side (Teal Club Road) 28.5 feet	54 feet	Yes
	*Side (Airport) 28.5 feet	90 feet	Yes
	Rear 20 feet	50 feet	Yes
	Parking - 43	40 on site, 3 on Parcel 2 with reciprocal parking agreement	Yes, with condition of approval
Setbacks and Parking (Parcel 2 - BRP)	Front (Teal Club Road) 30 feet	33 feet	Yes
	*Side (East Property Line) 24 feet	45 feet	Yes
	*Side (West Property Line) 24 feet	28 feet	Yes
	Rear 20 feet	188 feet	Yes
	Parking 71 required	97 provided	Yes
Setbacks and	Front (Teal Club Road) 20 feet	25 feet	Yes

DEVELOPMENT STANDARD	REQUIREMENTS	PROPOSED	COMPLIES?
Parking (Parcel 3 – proposed to be rezoned to M-1-PD)	Side (East Property Line) 0 feet Side (West Property Line) 0 feet Rear 20 feet Parking 214 required	47 feet 27 feet 145 feet 267 provided	Yes Yes Yes Yes
Height	Due to proximity to airport, height varies depending upon location on the parcels	Less than 35' on all parcels (FAA clearance for building heights given)	Yes
Lot Coverage	40% for BRP and 70% for M-1	29% max (Parcel 3)	Yes
Loading and Unloading Space	Parcel 1 – 1 space 12 feet x 40 feet Parcel 2 – 1 space 12 feet x 40 feet Parcel 3 – 5 spaces 12 feet x 40 feet	1 shared loading and unloading space for Parcels 1 and 2 and  2 - 28 feet x 40 foot loading and unloading spaces for Parcel 3 along with parking parallel to individual storage units	Yes, with reciprocal parking agreement on Parcels 1 and 2  Loading and unloading for self storage throughout the project in addition to 2 designated areas
Trash enclosures & transformers	To be screened at installation.	Landscape screening of refuse	Yes
Rooftop equipment	May not protrude above height of parapet.	Parapet screening	Yes
Lighting	Comply with Section 16-320 of the City Code and FAA requirements	Yes	Yes, with condition of approval for FAA review

\* - Side yard setbacks are based upon height of the building in the BRP zone, only.

The applicant also requests approval of a zone change on Parcel 3. The existing zoning on the entire 9.67 acre site is Business and Research Park (BRP). BRP uses are intended to provide for limited professional, administrative and high technology research and manufacturing uses along with commercial activities intended to support such use. The proposed zoning will continue as Business and Research Park (BRP) on Parcels 1 and 2; while a zone change to Light Industrial, Planned

Development (M-1-PD) is proposed on Parcel 3. Approval of this zone change will permit the construction of the self storage facility and industrial condominiums on Parcel 3. The rezoning of the project site is consistent with the airport and provides land uses which are compatible with surrounding uses. Approval of a Tentative Parcel Map is requested to subdivide the 9.67 acre site into three parcels as follows: Parcel 1 – 1.20 acres; Parcel 2 – 2.02 acres; and Parcel 3 – 6.45 acres. Lastly, as a result of the zone change on Parcel 3 to Light Industrial (M-1-PD), a Special Use Permit is requested for the approval of a self storage facility with caretaker's facility and the new industrial building.

- e. Site Design Analysis:* The project has been designed with two buildings on Parcel 1 and a larger building located on Parcel 2. Food courts and patio areas are provided on Parcels 1 and 2. These buildings are proposed to be single story and no greater than 24 feet in height which will not create a hazard with the adjacent airport. The buildings on Parcel 3 are substantially bigger and are intended for industrial condominium use and self storage. The self storage building will be three stories (Building 3A) and the industrial condominium buildings (Buildings 3B and 3C) will be single story. The parking lots between the three parcels interconnect and a reciprocal access agreement will be recorded on all three parcels. Enhanced ingress and egress points will be provided on Victoria Avenue and Teal Club Road. The existing chain link fencing along the east and southerly property lines will be improved with ample vine landscaping but must remain due to proximity to the airport and potential hazards associated with more substantial fencing.
- f. Traffic/Circulation and Parking Analysis:* A traffic and circulation study was prepared for the project and is attached to the MND (ATE study, dated December 5, 2006 as part of the MND). However, this study was prepared prior to finalizing the mix of land uses and square footages associated with the project. An updated traffic study from ATE dated August 31, 2007 was reviewed and approved by the City Traffic Engineer; this study did not significantly change the traffic conclusions or mitigation (see Attachments D and E). The traffic study projected that the project will generate 1,327 Average Daily Trips (ADTs) based upon an updated assumed mix of uses with 85 AM peak hour trips and 137 PM peak hour trips. As part of this study, the existing level of service (LOS) at Victoria and Teal Club Road was determined to operate at a LOS of D and F (N/S left turn movements and W/E approaches, respectively). With the installation of the required traffic signal at the corner of Victoria Avenue and Teal Club Road which has been made a condition of approval, the traffic study indicated that the intersection would operate in the LOS D range during the AM and PM peak hour periods. With the payment of required traffic mitigation fees, the project's impact will be less than significant. The ultimate General Plan widening of Victoria Avenue to 3 lanes northerly to the Santa Clara River Bridge will result in a future LOS of "C". To address potential cumulative traffic impacts, the City of Oxnard and the County of Ventura have an agreement

pertaining to cumulative traffic fees, in which applicants are required to pay applicable City and County traffic fees at the time of permit issuance. This is a standard condition of approval and is included as part of the approval of this project.

To further clarify roadway and traffic improvements associated with the project and as a result of the Commission's discussion on September 20, 2007, on October 4, 2007 the applicant's traffic consultant (ATE) submitted information on roadway improvements and how roadway conditions would be improved due to this project (see Attachment D).

The original MND prepared for the project in March 2007 included full right of way roadway improvements along Teal Club Road. This became problematic given the following: 1) in March 2007 Teal Club Road was not considered a reimburseable roadway segment (meaning, improvements made on behalf of others would not be able to be reimbursed); 2) if approved, the full design and landscaping associated with the northerly portion of Teal Club Road could potentially be modified by the Teal Club Specific Plan project (SunCal); 3) full roadway construction would require annexation and a sphere of influence adjustment which could be handled at the time the Teal Club Specific Plan project is annexed; and 4) undergrounding of the northerly ditch along the property frontage and widening of this road to 40 feet would still ensure adequate vehicular safety. Therefore, the environmental document for the project was modified to reflect the aforementioned changes and recirculated for public comment. LAFCO has reviewed the modified environmental document and concurs with the timing for annexation of the full right of way. A condition of approval has been imposed requiring the recordation of a reciprocal access and parking agreement on all three parcels.

The number of parking spaces provided for Parcels 1 and 2 with the reciprocal parking agreement is in conformance with the Municipal Code. Additionally, the number of parking spaces for the self storage and industrial condominium project is also in conformance with the code requirements and loading and unloading requirements for both uses on Parcel 3.

- g. Building Design Analysis:** The architectural style for the retail and self storage portion of the project is California Spanish/Mediterranean. The architectural style for the self storage portion of the project is based upon an aeronautical theme. The colors selected on the buildings are intended to enhance the architectural styles of the building while blending with and maintaining unity with the surrounding environment. The industrial building on Parcel 3 will be constructed as either a concrete tilt up building or metal with stucco. The self storage building will be constructed of metal with stucco. The retail buildings on Parcels 1 and 2 will be either stick frame with stucco or metal frame with stucco.

- h. Signs:** This approval does not include any approval for onsite signage. A condition of approval has been imposed requiring the submittal of a Master Sign Program. A low ground monument wall is proposed at the corner of Victoria Avenue and Teal Club; the wall/sign location is located outside of the sight distance triangle at the corner of these roadways and will not create a hazard. On the corner of Victoria Avenue and Teal Club Road a corner gateway/water fountain feature and monument sign is proposed. The height of this structure is not consistent with the Municipal Code. A condition of approval has been imposed giving the applicant the option to either reduce the height of the gateway element to 42 inches or move the location of the sign 35 feet or more from the center of the curb return of Victoria Avenue and Teal Club Road. Approval for onsite signage will occur as part of the Master Sign Program for the three parcels.
- i. Landscaping Code Compliance:** Planning staff compared the proposed project to the City's landscaping regulations and determined that the project is in compliance with these standards. The Parks and Facilities Division also reviewed the proposed landscape plans and recommended several conditions which are included within the attached resolutions.
- j. Development Advisory Committee (DAC) Consideration:** DAC reviewed the project on February 8 and June 7, 2006 and informally reviewed the project on September 27, 2006. DAC members have now prepared conditions of approval for the project.
- k. Community Input:** The project is not located within an established neighborhood area and, therefore, was not presented at a Community Workshop meeting.

**Attachments:**

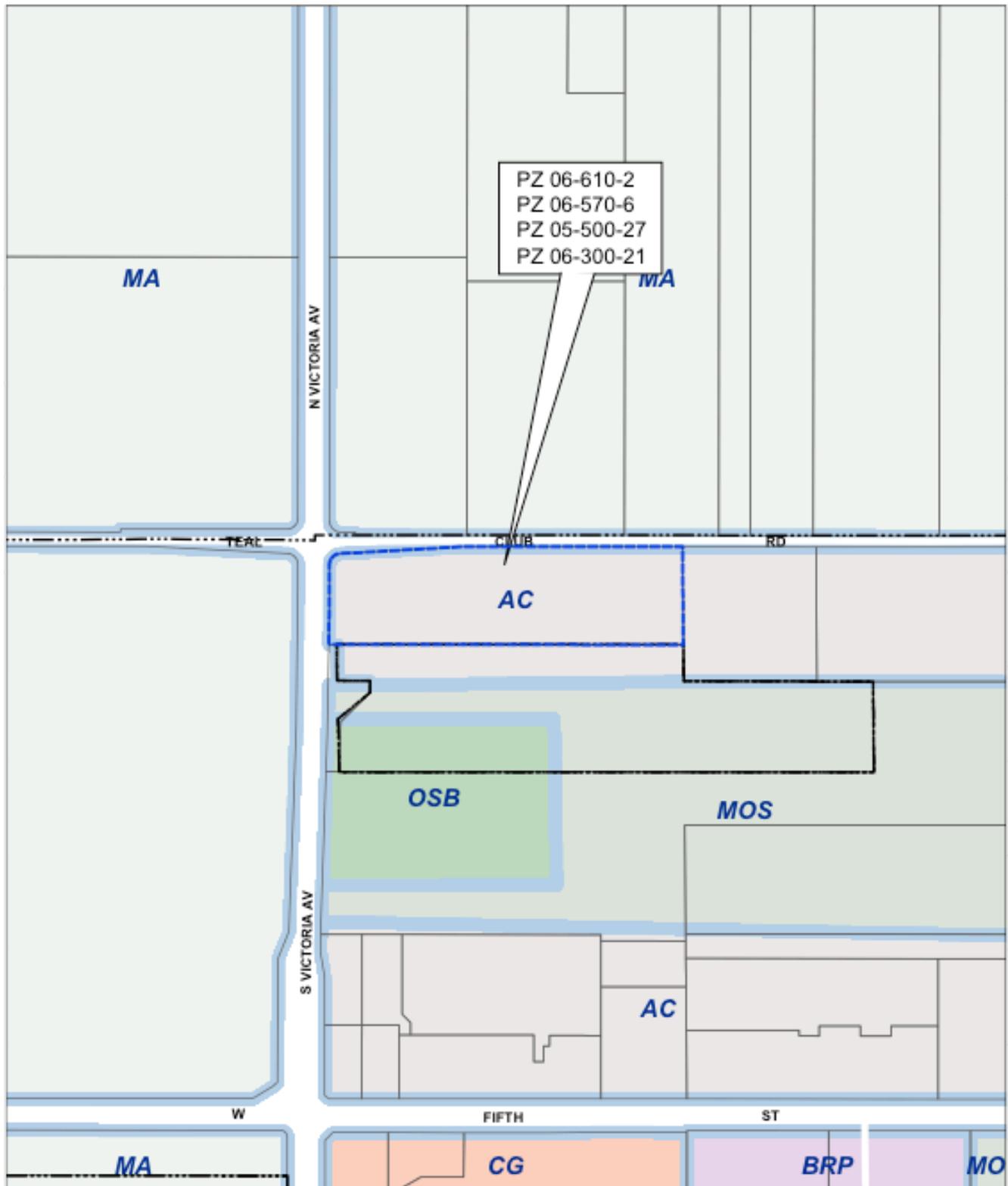
- A. Maps (Vicinity, General Plan, Zoning)
- B. FAA letter dated August 22, 2006
- C. October 25, 2007 Amended MND No. 2006-05
- D. October 4, 2007 Correspondence from ATE
- E. Updated Traffic Study August 31, 2007 from ATE
- F. Reduced Project Plans Dated October 3, 2007
- G. Applicants Written Response Dated October 10, 2007
- H. Resolutions

Prepared by:	<u>KM</u> KM
Approved by:	<u>SM</u> SM

**Attachment A**

**Maps**





Oxnard Planning  
February 13, 2007

### General Plan Map

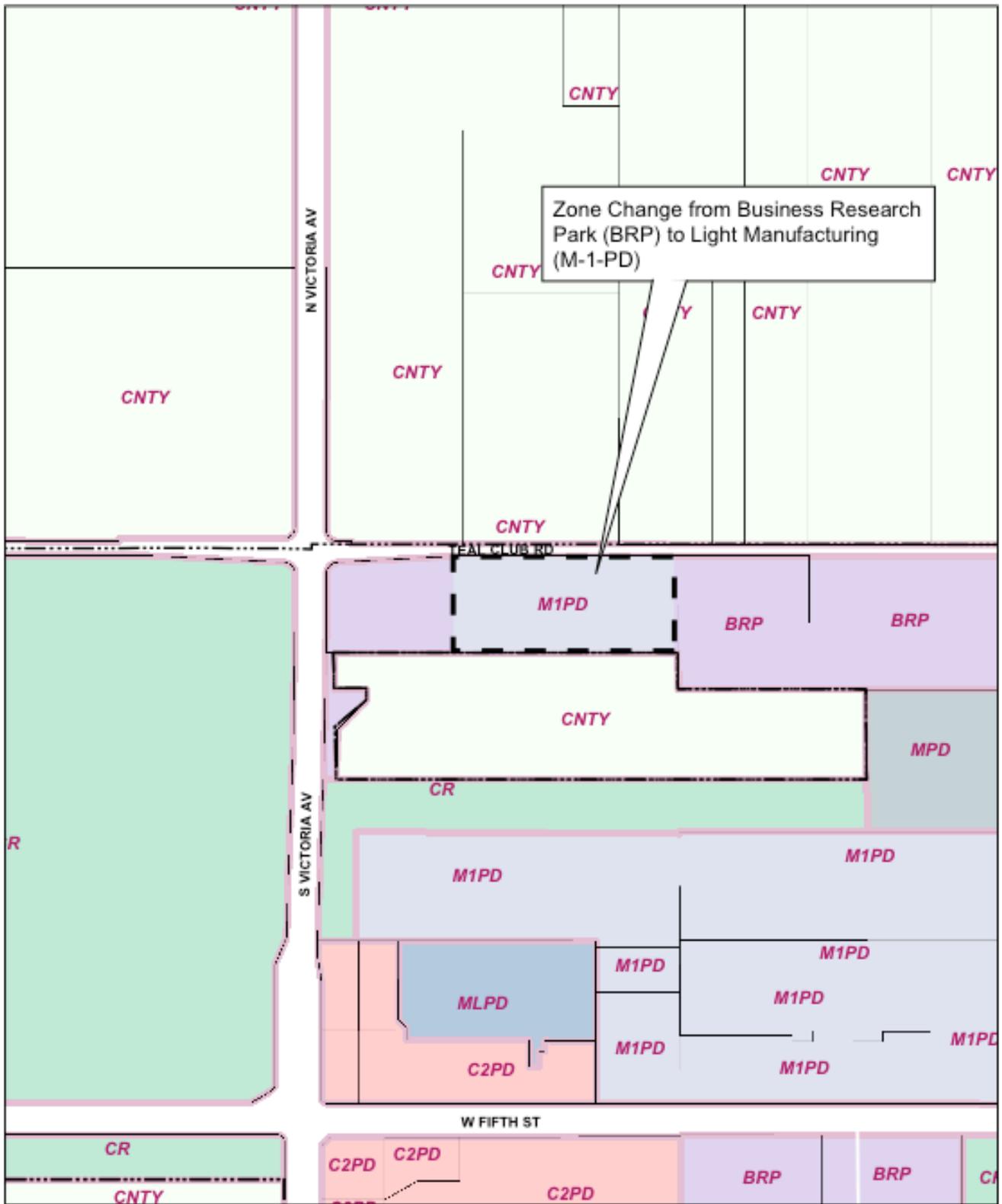
PZ 06-610-2, 06-570-6, 05-500-27, 06-300-21

Location: 6100 S. Victoria Bl

APN: 183009057

D2 Dev.



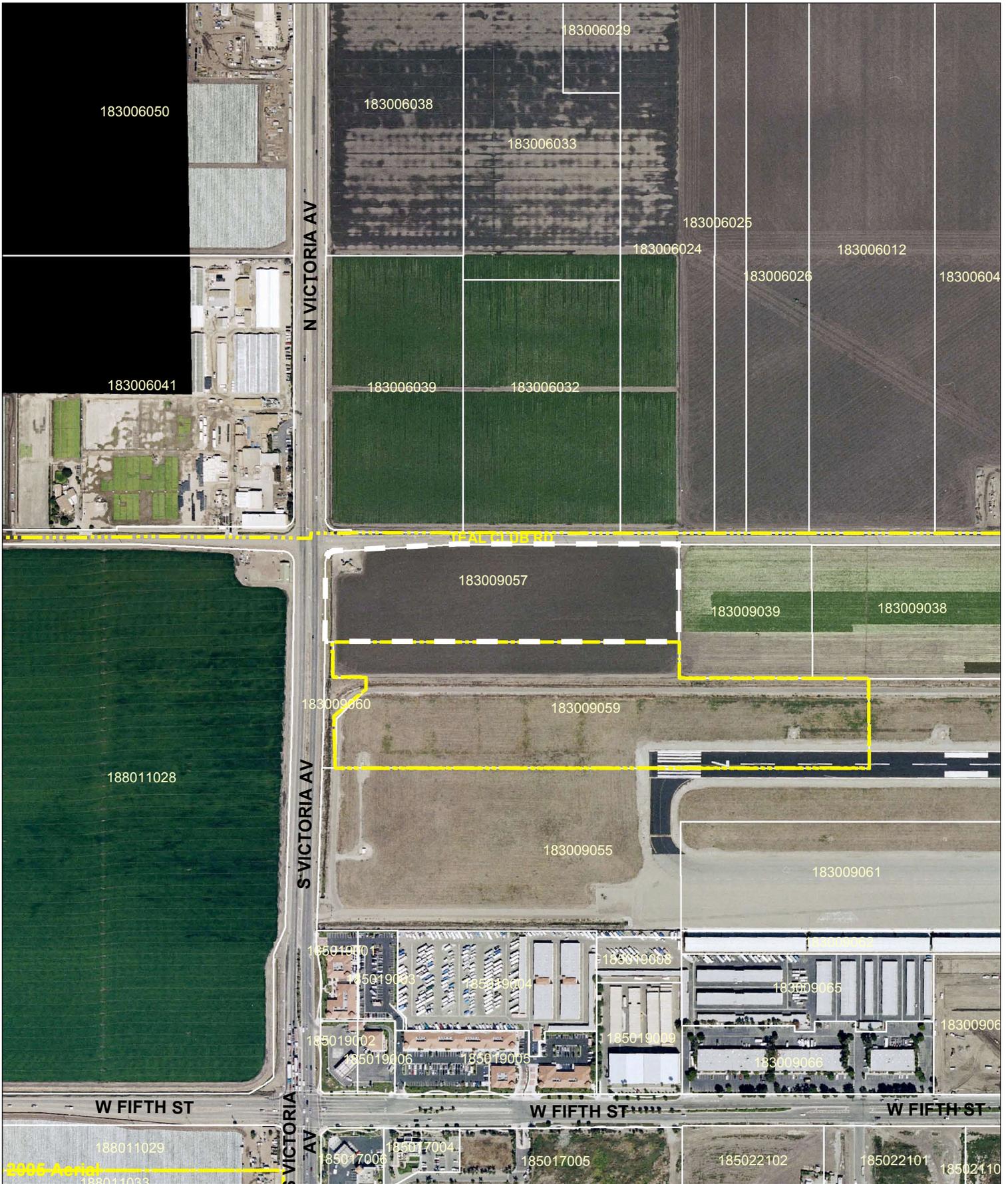


Zone Change from Business Research Park (BRP) to Light Manufacturing (M-1-PD)

**Zone Change**

PZ 06-570-6  
 Location: 6100 S. Victoria Bl  
 APN: 183009057  
 D2 Dev.





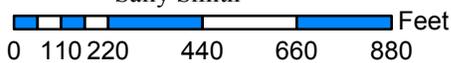
### Aerial Map

PZ 06-550-11

Location: 601 E. Bard Rd.

APN: 222026601, 219011042

Sally Smith



**Attachment B**

**FAA Letter August 22, 2006**



August 22, 2006

**RECEIVED**

**AUG 22 2006**

PLANNING DIVISION  
CITY OF OXNARD

Planning Department  
City of Oxnard  
Oxnard, CA 93030

**Re: Development Proposed by D2 Development & Construction on Teal Club Property**

To whom it may concern:

This letter represents conceptual approval of D2's proposed development located on the Teal Club property at the corner of Teal Club and Victoria Ave. D2 has worked closely and cooperatively with the Department of Airports to ensure compatibility with protected airspace near the airport. D2 has filed the required "Notice of Proposed Construction" with the FAA for every building proposed in the development and all have resulted in the FAA's determination of no hazard to air navigation. I truly appreciate D2's efforts to ensure a compatible development in the vicinity of the Oxnard Airport.

I look forward to the opportunity to review the development plan set as it moves forward through your planning department. We will of course review the plans for lighting compatible with airport operations and request that an aviation easement over the development be granted to the County as recommended in the Airport Comprehensive Land Use Plan.

I can be reached at 805-388-4200 with any questions.

Sincerely,

TODD L. McNAMEE, AAE  
Director of Airports

c: Chris Hastert, Deputy Director of Airports  
Patrick Lammerding, Oxnard Airport Manager  
Jayme Dinovitz, D2 Project Manager

**Attachment C**

**October 25, 2007 IS/MND**



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

**AMENDED**  
**INITIAL STUDY**  
**MITIGATED NEGATIVE DECLARATION 06-05**

**Teal Club Self Storage Project**

PZ 06-570-06 (Zone Change)  
PZ 05-500-27 (Special Use Permit)  
PZ 05-300-30 (Tentative Parcel Map)

Southeast corner of Teal Club Road and Victoria Avenue  
October 25, 2007

**Introduction**

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

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

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

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

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

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

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

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

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

## CITY OF OXNARD

### INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Teal Club/Victoria Avenue Commercial and Industrial Self Storage Project
2. Lead Agency Name and Address: City of Oxnard, Planning Division, 305 West Third Street, Oxnard, CA 93030
3. Contact Person and Phone Number: Kathleen Mallory (805) 385-7858
4. Project Location: Southeast corner of Victoria Avenue and Teal Club Road; more specifically APN 183-0-090-575. This project is unrelated to the proposed Teal Club Specific Plan.
5. Project Applicant Name and Address: Teal Club Investors, L.P., 5023 N. Parkway Calabasas, Suite 200, Calabasas, CA 91302
6. General Plan Designation: Airport Compatible
7. Zoning: Existing: Business and Research Park (BRP); Proposed: Business and Research Park (BRP) on Parcels 1 and 2 (No zone change necessary for these two parcels) and Light Manufacturing, Planned Development (M-1-PD) on Parcel 3.
8. Description of Project: The proposed project involves an application for the following approvals: a zone change; tentative parcel map, and special use permit for the proposed industrial development and self storage facility. Approval of the aforementioned permits will enable the future construction of commercial/retail square footage, industrial condos/warehousing/office square footage and a self storage facility. The entire project site is approximately 9.67 acre located at the southeast corner of Teal Club Road and Victoria Avenue and is located entirely within the City of Oxnard city limits and City of Oxnard sphere of influence.

Roadway improvements will occur on both Victoria Avenue and Teal Club Road. As shown on the project plans, the easterly side of Victoria Avenue will be widened to provide the ultimate right of way width of 99 feet. Additionally, median improvements, sidewalk and landscaping improvements will take place along the easterly side of Victoria Avenue. The project will widen and improve the paved section of Teal Club Road 1,600 feet east of Victoria Avenue to City design standards. The existing 36 foot roadway will be improved the entire length of the project frontage on Teal Club Road to provide improvements approximately 40 feet in width. The Teal Club Road improvements will include curb, gutter and sidewalk along the project frontage. The improvements will include: dual westbound lanes (12 foot lane and a 10 foot turn lane), single east bound lane (12 feet), curb to southside of road (.5 feet), and shoulder on the northside of the road (5 feet 5 inches). Also included as part of the improvements is the provision of a 10 foot continuous left-turn lane the length of the project frontage with a 12 foot to 12 foot 5 inch travel lane, and the existing irrigation/drainage ditch along the north side will be filled and paved. The existing ditch on the northside of Teal Club Road will be filled and level with the new roadway; a 36 inch underground pipe will be constructed to

provide for adequate drainage and overall roadway capacity and safety. Improving Teal Club Road to City design standards and paving over the irrigation ditch removes roadway hazards which contribute to accidents and vehicle collisions associated with unimproved roadways. All improvements will take place within the City's existing right of way and do not require an adjustment to the City's sphere of influence from LAFCO. If and when ultimate development occurs north of the project site along Teal Club Road, Teal Club Road will be widened to the north as a secondary arterial (96 feet right of way width) with a concrete box culvert. As such, the applicant will be required to pay their fair share costs associated with said improvements at that time. A traffic signal will also be constructed at the intersection of Teal Club Road and Victoria Avenue to accommodate increased traffic and to regulate traffic flows. In addition to the Teal Club Road improvements, right of way along the project frontage will be dedicated to allow the construction of a north bound right turn lane at the Victoria Avenue/Teal Club Road intersection and ultimately the planned 6-lane section of Victoria Avenue. A traffic signal will also be constructed at the intersection of Teal Club Road and Victoria Avenue to accommodate increased traffic and to regulate traffic flows. As such, the applicant will be required to pay their fair share costs associated with said improvements at that time.

The applicant is also requesting approval of a Zone Change on Parcel 3. The existing zoning on the entire 9.67 acre site is Business and Research Park (BRP). The proposed zoning will continue as Business and Research Park (BRP) on Parcels 1 and 2; while a zone change to Light Manufacturing, Planned Development (M-1-PD) is proposed on Parcel 3. Approval of this zone change will permit the construction of the self storage facility on Parcel 3. Approval of a Tentative Parcel Map is requested to subdivide the 9.67 acre site into three parcels as follows: Parcel 1 – 1.20 acres; Parcel 2 – 2.02 acres; and Parcel 3 – 6.45 acres. Lastly, as a result of the Zone Change on Parcel 3 to Light Manufacturing (M-1-PD), a Special Use Permit is requested for the approval of a self storage facility with caretaker's residence and an industrial condominium development.

Parcels 1 and 2: The construction of approximately 15,724 square feet of retail use is proposed within three buildings located on Parcels 1 and 2. The previously proposed drive through facilities have been omitted from the proposal.

Parcel Number	Approximate Square Footage	Proposed Use
1	4,225 sq. ft.	Retail (*)
2	11,499 sq. ft.	Retail (*)
Total	15,724 sq. ft.	

\*- If drive through is proposed this requires approval of an SUP in the future

Development on Parcel 3 will occur within three buildings as follows:

Building Number	Approximate Square Footage	Proposed Use
3A	99,920 sq. ft. (*)	Self storage
3B	29,483 sq. ft.	Industrial condos/warehousing/office (not for sale at this time)
3C	23,587 sq. ft.	Industrial

		condos/warehousing/office (not for sale at this time)
Total	152,990 sq. ft.	

\* - Building square footage increased as a result of September 20, 2007 Planning Commission consideration of project; addition of 803 sq. ft. addition included in air quality analysis.

9. **Surrounding Land Uses and Setting:** The proposed project site is flat and is currently being used for row crop agricultural. No related permits have been found in conjunction with the subject property. The site is surrounded by other agricultural uses and the Oxnard Airport, which lies directly south of the proposed site.

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	Business and Research Park	Airport Compatible	Agriculture
North	Ventura County	Ventura County	Agriculture
South	Ventura County	Airport Compatible	Agriculture and Oxnard Airport
East	Business and Research Park	Airport Compatible	Agriculture
West	Community Reserve	Ventura County	Agriculture

10. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement): Ventura County Air Pollution Control District, Calleguas Municipal Water District, Ventura County Environmental Health Division, Ventura County Department of Airports and the Federal Aviation Administration.

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kathleen Mallory  
Signature

10/25/07  
~~August 31, 2007~~ October 25, 2007

Kathleen Mallory, AICP

Contract Planner

## **EVALUATION OF ENVIRONMENTAL IMPACTS**

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

**A. AESTHETICS**

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

Discussion:

1-3) Victoria Avenue is designated a scenic corridor, as determined by the City of Oxnard 2020 General Plan. The existing visual character of the site and its surroundings consist primarily of agricultural uses and the Oxnard Airport, with a distant vista of mountains to the north. The proposed project design is consistent with other existing commercial and industrial development in the vicinity to the project site. As the project is on the east side of Victoria, it does not block the mountain vista seen from northbound Victoria Avenue motorists.

Use of landscaping improvements and architecturally treated elevations will serve to improve the view at the northwest corner to the view of southbound motorists. All aspects of the project are subject to review by the City of Oxnard's Development Advisory Committee (DAC), compliance with the applicable landscape, design policies, zoning and development standards and possible conditions will be required. Other natural scenic resources within the City include beaches, coastline, agricultural areas and parks. This project site is not within or adjacent to these scenic resources. Therefore, **no significant impacts related to scenic resources is expected to result from this project and impacts to scenic resources are expected to be less than significant.**

4) Construction on the 9.67 acre site will introduce new light and glare to the existing site. The site is currently vacant and will be replaced with a 15,724 square foot retail shopping center (Parcels 1 and 2), a 99,117 sq. ft. (Building 3A, Parcel 3) self storage facility, and a 53,070 square foot industrial complex (Buildings 3B and 3C, Parcel 3). Additionally, lighting at nighttime is anticipated to consist of typical exterior lighting for the proposed center. Such lighting will be similar to that generated by the surrounding commercial and industrial

uses. As part of the conditions of approval for this project, onsite lighting shall be required to comply with the city's requirements regarding land use compatibly and reduction of light spillover. Exterior lighting will be installed that will be mindful of airport compatibility. **Therefore with the inclusion of standard conditions of approval, no significant impacts related to lighting and glare are expected to result from this project the impacts to light and glare are expected to be less than significant.**

**B. AGRICULTURAL RESOURCES\***

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

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

Discussion:

1& 3) According to the 2020 General Plan, most of the agricultural land in the Oxnard area is outside the City limits and Sphere of Influence. The project site is located in an area which is not zoned for agricultural use. Although Figure VIII-6 within the Open Space and Conservation Element identifies this site as a potential greenbelt expansion area, this determination was made prior to the passage of the provisions of the "Save Open Space and Agricultural Resources" (SOAR) initiative adopted by voters in 1998. Within the Circulation Element of the City's General Plan, Teal Club Road is classified as an east/west secondary road, which is a paved rural road with one lane in each direction for a total existing right of way width of 36 feet. The proposed improvements will widen this road to 40 feet. An existing unprotected open ditch is located on the north side of Teal Club Road. This additional right of way is located within the City's sphere of influence and City limits; no annexation or sphere of influence adjustment is necessary to secure these improvements. The existing drainage channel is not being used for agricultural production.

The proposed project would involve the change from the existing irrigated agricultural use to a commercial and industrial use. The 2020 General Plan enables agricultural land to be converted to urban uses through the

orderly phasing of growth and by designating land use and zoning categories for exclusive agricultural use. The subject property is designated for urban use and the General Plan and SOAR initiative have identified locations suitable for agricultural operations. The proposed project is located within an area encouraged for urban development. According to the 2020 General Plan (Figure VIII-4, Open Space and Conservation Element), the soils on the project site is identified as Class II soil, which consists of poorly drained loamy sands and silty clay loams. **Therefore, no significant adverse impacts to agricultural resources are anticipated.**

- 2) No Williamson Act contracts are in force on the project site. Agricultural activities will continue to the west of the project site across Victoria Avenue. Victoria Avenue and the proposed 30-foot landscaped setback will also function as a buffer to limit impacts to the agricultural use on the west side of Victoria Avenue. The City currently has a development application for the future conversion of the agricultural land to the north (across Teal Club Road, east of Patterson Road); a decision has not yet been made on this development application. In addition to a minimum of 20 feet of landscaping along Teal Club Road, the proposed project will widen Teal Club Road to 40 feet along the property frontage (1,600 feet from the centerline of Victoria Avenue, easterly). These roadway improvements will also function to buffer the project from the existing agricultural land to the north. The existing farmer's irrigation ditch will be undergrounded in order to continue providing drainage capabilities for the use to the north. The Oxnard Airport is located to the south and does not have an agricultural land use designation. An existing six foot tall (6') chain link fence is located on the airport property and will remain and function as a physical barrier. Agricultural operations exist to the east of the project site within the City limits. Low human intensive uses are planned within the buildings located on the easterly portion of the project site. These buildings are located within 48 feet of the easterly property line and are separated by an approximately 20 foot wide roadway. Landscaping is also proposed along the easterly property line and planter area adjacent to the buildings; however, due to airport limitations, no trees are able to be planted within this area. The existing agricultural operations to the east will continue and will be separated by a 5 foot (5') tall chain link fence landscaped with vine which will function as a landscape barrier. The development code identifies a recommended 150-foot setback for placement of new structures from existing row crop. However, the proposed project is a commercial project, not residential. The Ventura County Agricultural Policy Advisory Committee has concluded that self storage facilities are a low human-intensive use with respect to the affects that nearby agricultural operations may pose to the users of such a facility. Due to the existing aviation easement on site, the 150 foot setback is not feasible given that the aviation easement limits construction on certain areas of the site and does not permit the installation of trees. At this time, the industrial condominium uses within Buildings B and C are not for sale. However, if in the future these units are considered for sale buyers should be provided notification of agricultural operations to the east. A notification requirement to inform future buyers or users of the proposed self storage facility will also be required. **Therefore, impacts to agricultural resources are considered less than significant with mitigation.**

**Mitigation:** The following mitigation measures shall apply:

- B-1 All self storage tenants east of the self storage office area and any future owner of the self storage facility should be provided within notification of the agricultural operations to the east of the project site. Additionally, should the industrial condominiums be sold in the future, before or during escrow for the sale of all property located within Parcel 3, the Developer shall give to the buyers a document disclosing, in large type, that:
- (A) The property was formerly used for agricultural purposes, and is near or adjacent to, land that is currently used for agricultural operations; and
  - (B) The buyers may be subject to inconvenience or discomfort arising from agricultural operations on such nearby or adjacent land, including, but not limited to, frost protection measures, noise, odors, fumes, dust, smoke, insects, operation of machinery (including aircraft) at any hour of the day or night, storage of equipment and materials necessary to he agricultural operations, slow moving farm equipment and

spraying or other application of chemical fertilizers, soil amendments (such as manure, compost materials and mulches) and pesticides (such as herbicides, insecticides and fumigants); and

- (C) If the buyers complete the purchase of the property, the buyers should be prepared to accept such inconvenience and discomfort as a normal and necessary aspect of living being near adjacent agricultural operations.

To show that the buyers and tenants have read the document, Developer shall require the buyers and specific tenants as identified above to sign the document. Developer shall retain such documents for at least three years and shall allow the City to inspect and copy all such documents upon request.

**Monitoring:**

Should the industrial condominiums be sold in the future, prior to Final Map the Planning Division shall receive a copy of the document. Prior to issuance of a certificate of occupancy for storage space east of the self storage office, the Planning Division shall receive a copy of the document.

**Result after Mitigation:**

There will be no residual potential for a significant adverse effect on the environment related to agricultural resources. No further mitigation is necessary or required.

**C. AIR QUALITY\***

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

**C. AIR QUALITY\***

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

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

Discussion:

It is the applicant's responsibility to contact the Ventura County Air Pollution Control District (APCD) to verify compliance with any permitting needs of the APCD.

1-5) Short-term impacts: Short-term impacts to air quality will likely result from grading and other construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. According to the Ventura County Air Pollution Control District (APCD), any combustion equipment onsite, which is rated at 50 horsepower or greater, must have either an APCD Permit to Operate (PTO), or be registered with the California Air Resources Board's (CARB) Portable Equipment Registration Program (PERP). Examples of such equipment include portable electrical generators and portable air compressors. The applicant is responsible for contacting the APCD to verify compliance with any APCD permitting needs. The proposed project could potentially expose construction workers to pollutants and excessive amounts of air-borne matter. Standard conditions of project approval, as recommended by the APCD, will be included to minimize such emissions and maximize dust suppression onsite. **With the inclusion of the mitigation measures, impacts to short-term air quality would be reduced to less than significant.**

Long-term impacts: Anticipated long-term impacts of the proposed project will be attributed to the increased traffic associated with commercial and industrial activity within the area. The City's adopted threshold for Reactive Organic Compound (ROC) and Nitrogen Oxide (NOx) emissions is 25 pounds per day (ppd). Project-specific emissions have been calculated using the URBEMIS 2002 Version 7.5 computer modeling program for Target Year 2007; the actual model runs are located within the back of this document as an Attachment. Based upon an updated traffic study dated August 31, 2007 by ATE, the project is anticipated to generate approximately 1,327 average daily trips which results in approximately 24.31 pounds per day of ROC and 16.12 pounds per day of NOx both of which do not exceed the City's air quality thresholds. Emissions that exceed the threshold may be mitigated with the "buy-down" of emissions through a contribution to the City's Transportation Demand Management (TDM) Program. The buy down program is permitted based upon the higher emission. In this case, since the project does not exceed the threshold there is no buy down amount.

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

Short Term:

- C-1 Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.
- C-2 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- C-3 During construction and on non-construction days (including Sundays) during periods of high wind (see C-6), Developer shall water the area to be graded or excavated prior to commencement of

grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

- C-4 During construction, Developer shall control dust by the following activities:
- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
  - All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- C-5 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
- C-6 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.
- C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.
- C-8 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.
- C-9 Open material stockpiles shall be covered, seeded, periodically watered, or treated with environmentally safe dust suppressants.

Monitoring: Planning staff will verify that all dust control measures (C-1 through C-9) are included on the grading plans. The Building Official and Planning Staff, or designees, will monitor all applicable measures in the field until construction is completed.

Result After Mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to air quality issues.

**D. BIOLOGICAL RESOURCES**

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

**D. BIOLOGICAL RESOURCES**

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

Discussion:

1-6) The proposed project area has been previously developed/disturbed and is surrounded by streets and urban development. According to the City Of Oxnard's 2020 General Plan and 2020 General Plan EIR, no candidate, sensitive, or special status species are known to inhabit the subject property; neither are there any environmentally sensitive habitat, wetlands, riparian corridors, or migratory corridors exist on, or within the vicinity of, the proposed project site. Lastly, no native plant communities or areas of unique or sensitive habitat identified in a local, regional or state habitat conservation plans are located within the vicinity of the proposed project site. Additionally, no trees or significant existing landscaped areas would be removed to accommodate the proposed development. **Therefore, no impacts to biological resources are anticipated.**

**E. CULTURAL RESOURCES**

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

Discussion:

- 1-4) The Oxnard Plain, on which the City lies, has a history of human habitation for thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the first century A.D. Chumash Indians settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology, conducted between 1984 and 1986 identified seven archaeological sites in the County. Records checks conducted through the South Central Coastal Information Center (SCCIC) indicated that cultural resources have been found in various places throughout the City. No previously documented prehistoric or historic archaeological sites or artifacts are located within the project area.

There is a known potential for as yet undocumented archaeological deposits to occur buried in alluvial soils in the Oxnard Plain area. Prior to the agricultural development, the Oxnard Plain was criss-crossed by numerous creeks, known locally as barrancas, extending from the Santa Clara River to the Ocean. After the advent of farming, the water table in the study area was significantly lowered. Many of these barrancas were channeled by farmers for irrigation purposes, others were filled in order to extend fields across a larger area.

Based on the known alluvial conditions in the project area and historic agricultural practices, the project area is considered as sensitive for the occurrence of an as yet undocumented archaeological site or artifacts buried within alluvial or fill soil. The depth of disturbance of grading for the existing development is unknown. Despite this known disturbance, buried and as yet undocumented archaeological deposits may occur within the area of potential effect (A.P.E.). The existing produce stand building on site was constructed in 1998. No historic structures are detailed on the project site

Due to the historic cultural resources within the City, subsurface resources might exist on site that could be disturbed by grading and other subsurface activities the proposed development. **With the inclusion of the mitigation measure, impacts to cultural resources would be reduced to less than significant.**

Mitigation:

- 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 CalState Fullerton; and (2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division 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 weekly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division 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 permit signature.

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

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

**F. GEOLOGY AND SOILS**

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

**Discussion:**

1-4) The City, as with other jurisdictions in California, lies in a seismically active region. There are no known active faults within the City. There are a number of potentially active/active faults in the region including the Oak Ridge, Pitas Point-Ventura, Anacapa ad Malibu Coast faults however; they are located within 5 to 10 miles of the City. Through the plan check process, the City's Development services Division requires the submittal and approval of a soils, geologic and structural evaluation report prepared by a registered soils engineer and/or structural engineer for all new development.

According to the 2020 General Plan, the City of Oxnard is located in an area with a slight seismic ground shaking potential. The subject site is located in an area that has been identified as having a moderate to low potential for liquefaction (Figure IX-2, Safety Element). As the identified ground failure risks are considered to be potentially significant adverse impacts, a soil report prepared for the project site should be incorporated as part of the proposed project. **With the inclusion of the mitigation measure, impacts to geology and soils would be reduced to less than significant.**

Mitigation: The following mitigation measure shall apply:

F-1 Developer shall submit a site-specific soils investigation, which shall be prepared by a licensed geotechnical engineer. At a minimum, such study shall include liquefaction and compressible soil characteristics on the subject site, and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.

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

Result After Mitigation: Upon implementation of the above mitigation measure, the project will not result in any residual significant adverse effects on the environment related to geology and soil issues.

**G. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**G. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:	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 result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1- 3, 7, 8) The proposed project will not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazards materials. Hazardous materials will not be permitted to be stored on site and are not consistent with those uses permitted within the BRP and M-1 (PD) zoning district. Further, the proximity to the airport and the City's Municipal Code both limit the storage of hazardous materials on site. Moreover, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. The project site is located within an urban area and not in the vicinity of any wildlands. **Therefore, no impacts to hazards and hazardous materials are anticipated.**

4) The applicant indicates that approximately 32,260 cubic yards of soil will be imported for the proposed project. The site has not been identified as contaminated as specified on the list prepared by the State Department of Health Services, State Water Resources Board and the California Waste Management Board. However, a Phase 1 Environmental Site Assessment dated February 8, 2005 was prepared by West Coast Environmental and Engineering and concluded that there could be the potential for residual concentrations of agricultural chemicals within the upper two feet of soil (typical depth of agricultural disturbance). Consequently, a Phase 2 report was prepared by West Coast Environmental and Engineering (March 11, 2005) and a site specific health and safety plan was prepared for the project and followed for all field work at the site. A copy of the Phase 1 and 2 reports are attached to this IS/MND. A sampling plan was prepared based upon plat maps and guidance outlined in the document, Guidance for Sampling Agricultural soils, prepared by the State of California Department of Toxic Substances Control (DTSC), June 2000. Compounds of concern on the project site include Chlordane, DDD, DDE, DDT and Toxaphene. Of the compounds

detected, only the DD\_ group and Toxaphene are constituents of concern and only Toxaphene exceeds Preliminary Remediation Goals (PRG) established by EPA. None of the samples for the DD\_ compounds exceeded the PRG for Residential or Industrial Soils; however, California Code of Regulations Title 22 hazardous waste concentrations of the single compound DDE and in combination with all DD\_ compounds were exceeded in many areas of the site. For Toxaphene, Residential and Industrial PRG concentrations were exceeded in a majority of the on site samples. No concentrations in excess of hazardous waste limits were identified. All of the average concentrations also exceed both the residential and industrial PRG concentrations. No concentrations were detected for Chlordane which exceeded either the PRG for residential or industrial soil. STLC and TTLC values for classification of hazardous waste were also not exceeded for Chlordane (see Attachment to this document). Based upon a soil remediation plan prepared by West Coast Environmental and Engineering dated February 20, 2007 the following geotechnical site preparation shall be followed and consisting of:

- Over-excavation of the site soils to an approximate depth of three feet, during which the upper 18 inches will be "flipped" with the lower 18 inches of soil. The process of flipping entails stripping the upper layer to expose and remove the lower layer. The upper layer shall be placed at the base of the excavation and covered with the soils of the lower layer. This may be accomplished by stockpiling, successive slot-type removals, or other methods depending on site conditions.
- Import of approximately 32,260 cubic yards of soil which will be placed over the flipped soils to raise pad elevation approximately two feet to improve drainage conditions (see Attached).

The net effect of grading operations will place soils affected by pesticides (the upper 18 inches at the current grade) approximately 3.5 feet below proposed rough pad grade. An additional 6 inches of base and 3 inches of asphalt will be used for the structural pavement section in parking lot areas not occupied by buildings. At completion of construction, the entire site will be covered by either structures or by impermeable paving materials, except in planter areas. Therefore, at the completion of grading, the soils containing concentrations of Toxaphene exceeding PRGs will be capped by 4 feet of unaffected soils and by impermeable hardscape which will eliminate the route of exposure to future commercial/industrial occupants of the site. **With the inclusion of the mitigation measure, impacts to hazards and hazardous materials would be reduced to less than significant.**

Mitigation: The following mitigation measures shall apply:

G-1 The recommendations for grading enumerated within the February 20, 2007 letter from West Coast Environmental and Engineering shall be incorporated into the grading plans for the project. The project planner shall review the grading plans to ensure that grading and preparation of the site occurs consistent with the recommendations contained within the February 20, 2007 correspondence.

Monitoring: The Planning Division shall review plans to ensure compliance with the above mitigation measure.

Result After Mitigation: Upon implementation of the above mitigation measure, the project will not result in any residual significant adverse effects on the environment related to hazards and hazardous materials.

5-6) The project site is located directly north of the Oxnard Airport and is adjacent to the Oxnard Airport Runway 7 on the northwest side of the filed. The project area is approximately 1,250 feet long and 340 feet wide. Six buildings are planned for construction and will range in height from 11 feet above ground level, 41 feet above mean sea level to 36 feet above ground level to 66 feet above mean sea level. All planned buildings have been filed with the Federal Aviation Administration (FAA) and have received a determination of no hazard to air navigation. Further, in accordance with Division 19 of the Municipal Code, an Aircraft Hazard and Land Use Risk Assessment was prepared (Sec. 16-294) by ACTA, Inc. (November 10, 2006). This study indicated

that the probability associated with an aircraft incident was extremely low (see Attached report). Additionally, an FAA finding of no objection to the construction of the project was received on August 22, 2006 (see Attached correspondence).

According to the 1991 Comprehensive Land Use Plan for the Oxnard Airport, the project site is located within the Airport Compatible zone (AC). A letter dated August 22, 2006 from Mr. Todd McNamee granted conceptual approval of the proposed development project. The applicant has filed the required Notice of Proposed Construction. According to Figure X-2 within the Noise Element of the General Plan, the project site is located within the 65dB(A) CNEL noise contour. Land uses considered compatible with the 65 dB(A) CNEL include industrial and commercial property. The BRP and M-1 uses are considered compatible with the noise contour and General Plan land uses designations (General Plan Noise Element, pages X-6 and 7). Nevertheless, in order to provide full disclosure the applicant will be required to comply with the following airport mitigation measures. **With the inclusion of the mitigation measure, impacts to hazards and hazardous materials would be reduced to less than significant.**

Mitigation: The following mitigation measures shall apply:

- G-2 The Developer shall record a notice to appear in all deeds of property within the project that the project is within or proximate to the Oxnard Airport Sphere of Influence and inhabitants may be affected by the airport and aircraft operations. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office. (PL)
- G-3 The Developer shall grant to the County of Ventura an aviation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Aviation Easement. (PL)
- G-4 The Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. (PL)
- G-5 The Developer shall adhere to any recommendations from the FAA for marking or lighting. (PL)

Monitoring: The Planning and Environmental Services Division shall receive written proof of compliance with the above mitigation measures prior to issuance of a building permit.

Result After Mitigation: Upon implementation of the above mitigation measure, the project will not result in any residual significant adverse effects on the environment related to hazards and hazardous materials.

**H. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**H. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Otherwise substantially degrade water quality? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**H. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (2020, General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Inundation by seiche, tsunami, or mudflow? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1,4-6) Water quality impacts associated with the proposed use would primarily be those associated with motor vehicles and landscape maintenance. The primary source of contaminants would be oil, grease, and particulates emitted by motor vehicles. There are no surface water bodies or wetlands within the vicinity of the proposed project. However, existing absorption rates, drainage patterns, and runoff rates of the subject site and surrounding areas would be affected by a change in impervious surfaces on-site. Based upon a correspondence from Mr. Paul Calloway with the Ventura County Watershed Protection District the County has concerns regarding the potential drainage impacts associated with the project. Therefore, mitigation associated with drainage and water quality will be required.

Roadway improvements will occur on both Victoria Avenue and Teal Club Road. As shown on the project plans, the easterly side of Victoria Avenue will be widened to provide the ultimate right of way width of 99 feet. Additionally, median improvements, sidewalk and landscaping improvements will take place along the easterly side of Victoria Avenue. The project plans also show roadway and drainage improvements along Teal Club Road; these improvements will occur along the approximately 1,892 foot property frontage on Teal Club Road (length measured from the centerline of Victoria Avenue). The existing 36 foot wide roadway will be improved the entire length of the project frontage along Teal Club Road to provide improvements approximately 40 feet in width. The improvements will include: dual westbound lanes (12 foot lane and a 10 foot turn lane), single east bound lane (12 feet), curb to southside of road (.5 feet), and shoulder on the northside of the road (5 feet 5 inches). A traffic signal will also be constructed at the intersection of Teal Club Road and Victoria Avenue to accommodate increased traffic and to regulate traffic flows. The existing ditch

on the northside of Teal Club Road will be filled and level with the new roadway; a 36 to 42 inch underground pipe will be constructed to provide for adequate drainage. All improvements will take place within the City's existing right of way and do not require annexation or an adjustment to the City's sphere of influence from LAFCO. If and when ultimate development occurs north of the project site along Teal Club Road, Teal Club Road will be widened to the north as a secondary arterial (96 feet right of way width) with a concrete box culvert. As such, the applicant will be required to pay their fair share costs associated with said improvements at that time.

Impervious surfaces would be increased. However, the National Pollution Discharge Elimination System (NPDES) standards will be imposed which will result in the filtration and cleaning of water runoff prior to disposition into the City's storm drain system. In order to comply with the NPDES requirements for a permit to discharge storm water and NPDES requirements for a construction permit, the project will be required to obtain a Storm Water Pollution Prevention Plan (SWPPP) permit. A SWPPP outlines both a plan to control storm water pollution during construction and after construction is complete by the use of best management practices (BMPs) that are appropriate and applicable to the project. As the proposed project would result in the paving and other lot coverage, a SWPPP would be required and would be subject to the review and approval of the City of Oxnard in order to verify compliance with NPDES requirements. The applicant will be responsible for constructing catch basins along the south side of Teal Club Road at a minimum spacing of 1,000 feet or as required by the City in order to meet the requirements of the City to the satisfaction of the City Engineer. In addition, conditions of approval will be imposed to ensure adequate site drainage. **With the inclusion of the mitigation measure, impacts to hydrology and water quality would be reduced to less than significant.**

Mitigation: The following mitigation measure shall apply:

- H-1 Prior to issuance of a site construction permit, the applicant shall submit a drainage report to the Ventura County Watershed Protection District ("District") addressing the increase in runoff due to the increase in impervious area produced by construction of the project. District standards for mitigation of the increase in peak runoff rate shall be met by providing onsite retention or other methods approved by the District. The drainage report shall be prepared and signed by a California Registered Civil Engineer.
- H-2 Prior to issuance of a grading permit, the applicant shall obtain all necessary permits in order to install an underground drainage pipe equivalent to the flow capacity of the existing drainage ditch on Teal Club Road in front of the project site. The design of said improvement shall be subject to review and approval by the City Engineer of the Public Works Department.

Monitoring: The Development Services Division and the Public Works Department shall review and approve the grading permit (compliance with mitigation measure H-2) and receive written proof of compliance with the County Watershed Protection District's requirement in the form of stamped drainage calculations or a letter from the District prior to issuance of a site improvement permit (compliance with mitigation measure H-1).

Result After Mitigation: Upon implementation of the above mitigation measure, the project will not result in any residual significant adverse effects on the environment related to hydrology and water quality.

- 2) The project would be served by City municipal water; the City obtains most of its water from the Calleguas Water District, which in turn purchases most its water from the Metropolitan Water District of Southern California. The project site is also located within Oxnard Drainage Ditch Number 1. Given that the project site will be developed for urban uses, the project site will be detached from this drainage district. The proposed project will be required to be annexed into the Calleguas Municipal Water District and the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water

Conservation District and City wells. In order to address water supply needs at a regional level, representatives of the City of Oxnard, the Port Hueneme Water Agency (PHWA), the United Water Conservation District (UWCD), and the Calleguas Municipal Water District (CMWD) meet regularly. A collective effort to ensure contented delivery of high quality water to the area has been initiated through the Groundwater Recovery Enhancement and Treatment (GREAT) Program, which will result locally in the construction of a new, regional groundwater desalination facility to serve Oxnard and Port Hueneme. **Therefore, no significant impacts to hydrology and water quality are anticipated.**

3) There are no surface water bodies or wetlands in the project vicinity which could be affected by the proposed development. However, development of the project site would result in additional impervious areas, which would place increased demands on the City's water resources. **Therefore, no significant impacts to hydrology and water quality are anticipated.**

7-9) The proposed project site is located within FEMA Flood Zone B which identifies an area subject to between 100 and 500-year flooding (FIRM Map No. 060413 0880 B Dated October 31, 1985). No housing will be constructed on site. All improvements will be required to raise the building elevation outside of the flood zone. In addition, the proposed project is not located near the coastline, creeks, or drainage courses and, as such, is not located within an area that is prone to inundation by seiche, tsunami, or mudflow. **Therefore, no significant impacts to hydrology and water quality due to these risks are anticipated.**

**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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1-3) The proposed project involves an application for the following approvals: a zone change; tentative parcel map, and special use permit for the proposed self storage facility. Approval of the aforementioned permits will enable the future construction of commercial/retail square footage, industrial condos/warehousing/office square footage and a self storage facility. The entire project site is approximately 9.67 acres and is located at the southeast corner of Teal Club Road and Victoria Avenue, within city limits and City sphere of influence. Approval of a

Tentative Parcel Map is requested to subdivide the 9.67 acre site into three parcels as follows: Parcel 1 – 1.20 acres; Parcel 2 – 2.02 acres; and Parcel 3 – 6.45 acres.

The applicant is requesting approval of a Zone Change on Parcel 3. The existing zoning on the entire 9.67 acre site is Business and Research Park (BRP). The proposed zoning will continue as Business and Research Park (BRP) on Parcels 1 and 2; while a zone change to Light Manufacturing, Planned Development (M-1-PD) is proposed on Parcel 3. Lastly, as a result of the Zone Change on Parcel 3 to Light Manufacturing, Planned Development (M-1-PD) approval of a Special Use Permit is requested for the proposed construction of a self storage facility and caretaker's facility.

Development on Parcel 3 will occur within three buildings as follows:

Building Number	Approximate Square Footage	Use
3A	99,117 sq. ft.	Self storage
3B	29,483 sq. ft.	Industrial condos/warehousing/office (not for sale at this time)
3C	23,587 sq. ft.	Industrial condos/warehousing/office (not for sale at this time)
Total	152,187 sq. ft.	

The construction of approximately 15,724 square feet of retail use is proposed within three buildings located on Parcels 1 and 2.

Building Number	Approximate Square Footage	Use
1	4,225 sq. ft.	Retail (*)
2	11,499 sq. ft.	Retail (*)
Total	15,724 sq. ft.	

\* - If a drive through is proposed in the future, this requires approval of an SUP

All improvements will take place within the City's existing right of way and do not require annexation or an adjustment to the City's sphere of influence from LAFCO. If and when ultimate development occurs north of the project site along Teal Club Road, Teal Club Road will be widened to the north as a secondary arterial (96 feet right of way width) with a concrete box culvert. As such, the applicant will be required to pay their fair share costs associated with said improvements at that time.

The proposed project is consistent with the City's General Plan and all Municipal Code requirements. Further, the project will not conflict with any applicable habitat conservation plan or natural community conservation plan given that none exists in the vicinity of this project site. **Therefore, no impacts to land use and planning are anticipated.**

**J. MINERAL RESOURCES**

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

Discussion:

1-2) The project is proposed to have a minimal increase in fuel consumption and other energy sources attributed to construction activities and typical commercial and industrial consumption. Figures VIII-10 and VIII-7, Open Space/Conservation Element in the City of Oxnard's 2020 General Plan outlines areas of mineral/sand/gravel deposits, primarily along the Santa Clara River channel and along Route 101. According to the figure, the project site contains MRZ-1 and MRZ-4 deposits. MRZ-1 and MRZ-4 deposits are not considered of any significance. The project site does not fall under the County of Ventura's Mineral Resource Management Plan, thus is not subject to extraction or buffering requirements. **Therefore, no impacts to mineral resources are anticipated.**

**K. NOISE**

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

**K. NOISE**

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

Discussion:

1-6) The proposed development project site is in use as row crop agriculture and any new development will increase ambient noise levels on-site. 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 65 CNEL in the year 2020. Short-term noise impacts generated by grading and construction activities are anticipated to occur, however with mitigation measures short-term noise impacts will be reduced to less than significant. **With implementation of the proposed mitigation measures, no significant adverse effects relating to noise are anticipated.**

Mitigation: The following mitigation measures shall apply:

*Short Term Impacts:*

K-1. Construction times shall be limited to 7 a.m. to 7 p.m. M-Saturday in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

K-2. All deliveries of construction material and equipment will occur on-site within the construction barricades and only during the hours of 7 am and 7 pm on Monday through Saturday. The queuing of construction vehicles outside the site before 7 am or after 7 pm will be strictly prohibited unless specifically approved by the City of Oxnard. Vehicles delivering materials and equipment to the site shall be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. The vehicles shall all utilize mufflers and other devices to minimize noise

levels. All materials and equipment will be stored on-site and within the confines of the construction barricades.

K-3. Truck traffic related to the construction will be limited to the routes specified by the City of Oxnard and agreed upon during the contractor's detailed noise mitigation plan. Truck traffic through residential neighborhoods shall be as limited as possible.

K-4. All construction related workers will be required to park on-site (i.e. behind the construction barricades or in designated off-site parking area outside of the entire residential area surrounding the site. Workers will also be required to remain in designated on-site areas during all breaks and workers will not be permitted to gather off-site during the course of proposed demolition and construction.

K-5. During construction activities, except as otherwise required by law, all vehicle horns shall remain silent except in the case of emergency.

K-6. Catering trucks providing service to construction workers at the site will be required to park within the site at all times. Catering trucks shall not be permitted to park on the street nor to sound their horns near or within the site.

K-7. Construction workers shall not be permitted to loiter any gate, on the jobsite or any street, whether before, during or after work hours, on weekdays or on weekends.

K-8. Developers shall setup staging areas on-site to minimize off-site transportation of heavy construction equipment.

K-9. Construction equipment shall be fitted with modern sound-reduction equipment. (PL, 4.9-3)

K-10. 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.

Monitoring: The aforementioned mitigation measures shall be identified on the grading plan as required mitigation measures. They will be enforced by the Development Services Department as part of the regular grading and building permit inspection process, and upon complaint.

Result After Mitigation: Upon implementation of the above mitigation measure, the project will not result in any residual significant adverse effects on the environment related noise impacts.

**L. POPULATION AND HOUSING**

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

Discussion:

1-3) The proposed development will not remove existing homes or displace residents. Urban services are presently provided in the vicinity of the project site and will not result in significant impacts to population or housing (see public services section, below). The proposed project would, however, result in the development of additional commercial and industrial square footage which could indirectly lead to increased demand by project employees for housing and related education and public services. It is not possible to state whether project employees would be new in-migrants to the city, from surrounding cities, and/or from Oxnard's unemployed. In any event, the direct and/or indirect impacts are below the thresholds of significance. **Therefore, no impacts to population and housing are anticipated.**

**M. PUBLIC SERVICES\***

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

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

Discussion:

- 1) The project has been designed 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 project involves the construction of a commercial and industrial project and will have no impact on school and park facilities. The Developer will be required to pay the necessary impact fee. **Therefore, with the inclusion of the required fees, impacts to schools and parks are considered to be less than significant.**
  
- 5) The City of Oxnard will serve the project described throughout this document with water supplied in part by Calleguas Municipal Water District (Calleguas) and Metropolitan Water District of Southern California (Metropolitan).

The land underlying the proposed project lies within the City of Oxnard, but is not annexed to Calleguas and Metropolitan. Annexation is necessary to allow water service by the City of Oxnard. Annexation procedures for Metropolitan are defined in Section 350 of the Metropolitan Water District Act, which is also observed by Calleguas. In addition, annexations to Calleguas are subject to Calleguas' General Terms and Conditions. Annexation is also subject to approval by the Ventura Local Agency Formation Commission and any terms and conditions the Commission may apply. Pursuant to Section 56017 of Part 1, Chapter 2, of the Cortese/Knox/Hertzbert Local Government Reorganization Act of 2000, annexation means the annexation, inclusion, attachment or territory to a city or district. This action is consistent with Metropolitan's Calleguas' Spheres of Influence.

Calleguas and Metropolitan have in place Water Standby Charges. In the course of annexation such charges will be fixed on the subject land. Water Standby Charges are assessed to pay for the benefits which properties receive from the projects and facilities provided by Calleguas and Metropolitan, whether or not they receive water facilities under the jurisdiction of Calleguas are provided through a Capital Construction Charge. To address the project's share of demands on public infrastructure, the City requires developers of new projects to pay the following development fees: *Planned Traffic Circulation System Facilities Fees* (Traffic Impact); *Planned Water Facilities Fee*; *Planned Wastewater Facilities Fee*; *Planned Drainage Facilities Fee*; and *Growth Requirement Capital Fee*. **Therefore, impacts to all other public facilities are considered to be less than significant.**

**N. RECREATION**

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

Discussion:

1-2) The project does not propose or involve any parkland or other recreational facilities. The project is expected to draw primarily from the existing local employment pool and no significant demands on the existing recreational system are expected to be generated by the project. **Therefore, no significant adverse effects on the environment related to recreation are expected to result from the project.**

**O. TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Result in inadequate emergency access? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Result in inadequate parking capacity? (Zone Ordinance - Parking Regulations and Parking Lot Design Standards)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Bicycle Facilities Master Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

1. The General Plan identifies the ultimate roadway improvement of Teal Club Road from Victoria Avenue to Ventura Road, to a width of 96 feet. However, given that no decision has been made on the development

proposal north of Teal Club Road, east of Patterson Road (SunCal Properties), ultimate right of way construction will not yet be completed. However, the applicant will be responsible for certain roadway improvements along both Victoria Avenue and Teal Club Road. As shown on the project plans, the easterly side of Victoria Avenue will be widened to provide the ultimate right of way width of 99 feet. Additionally, median improvements, sidewalk and landscaping improvements will take place along the easterly side of Victoria Avenue. The project plans also show roadway and drainage improvements along Teal Club Road; these improvements will occur along the approximately 1,600 foot property frontage on Teal Club Road (length measured from the centerline of Victoria Avenue). The existing segment of Teal Club Road east of Victoria Avenue is a 2-lane unimproved roadway with no left turn channelization. An irrigation/drainage ditch runs along the north side of the roadway. Teal Club Road currently provides access to agricultural and industrial land uses plus a few residential dwellings north of the Oxnard Airport. As part of this project, capacity and safety improvements to Teal Club Road along the project frontage will be completed. The project will widen and improve the paved section of Teal Club Road 1,600 feet east of Victoria Avenue to City design standards. The Teal Club Road improvements will include curb, gutter and sidewalk along the project frontage. Also included as part of the improvements is the provision of a 10 foot continuous left-turn lane the length of the project frontage with a 12 foot to 12 foot 5 inch travel lane, and the existing irrigation/drainage ditch along the north side will be filled and paved. In addition to the Teal Club Road improvements, right of way along the project frontage will be dedicated to allow the construction of a north bound right turn lane at the Victoria Avenue/Teal Club Road intersection and ultimately the planned 6-lane section of Victoria Avenue. Improving Teal Club Road to City design standards and paving over the irrigation ditch removes roadway hazards which contribute to accidents and vehicle collisions associated with unimproved roadways. The planned roadway improvements such as the left turn channelization enhance the overall roadway capacity and safety.

A traffic signal will also be constructed at the intersection of Teal Club Road and Victoria Avenue to accommodate increased traffic and to regulate traffic flows. All improvements will take place within the City's existing right of way and do not require annexation or an adjustment to the City's sphere of influence from LAFCO. If and when ultimate development occurs north of the project site along Teal Club Road, Teal Club Road will be widened to the north as a secondary arterial (96 feet right of way width) with a concrete box culvert. As such, the applicant will be required to pay their fair share costs associated with said improvements at that time.

The traffic analysis contained within the March 2007 IS/MND was based upon a traffic study prepared by Associated Transportation Engineers (ATE) dated December 5, 2005. This report evaluated a prior version of the proposed development project. Therefore, an updated traffic study was secured. The updated traffic study from ATE dated August 31, 2007 was reviewed and approved by the City Traffic Engineer (see Attachment D). The traffic study projected that the project will generate 1,327 Average Daily Trips (ADTs) based upon an updated assumed mix of uses with 85 AM peak hour trips and 137 PM peak hour trips. As part of this study, the existing level of service (LOS) at Victoria and Teal Club Road was determined to operate at a LOS of D and F (N/S left turn movements and W/E approaches, respectively). With the installation of the required traffic signal at the corner of Victoria Avenue and Teal Club Road which has been made a condition of approval, the traffic study indicated that the intersection would operate in the LOS D range during the AM and PM peak hour periods. With the payment of required traffic mitigation fees, the project's impact will be less than significant. The existing stop-sign controlled vehicle delays on the eastbound and westbound approaches of Teal Club Road are greater than 50 seconds well within the LOS "F" range. In the traffic analysis initially prepared for the project, the geometry of the westbound approach of Teal Club Road consisted of an exclusive left-turn lane and a through/right-turn lane. The revised traffic analysis assumed that the geometry consisted of a left/through lane and an exclusive right turn lane. Improvements to Victoria Avenue remained consistent in both. The resulting LOS at the intersection continued to be LOS "D" during the p.m. peak hours due to the fact that the traffic signal would operate with a permissive phase for the

eastbound and westbound approaches. The revised geometry is not significant enough to change the resulting LOS, given the level of the traffic volumes. To address potential cumulative traffic impacts, the City of Oxnard and the County of Ventura have an agreement pertaining to cumulative traffic fees, in which applicants are required to pay applicable City and County traffic fees at the time of permit issuance. This is a standard condition of approval and is included as part of the approval of this project. The ultimate General Plan widening of Victoria Avenue to 3 lanes northerly to the Santa Clara River Bridge will result in a future LOS of "C". **With the inclusion of traffic conditions of approval, impacts on Transportation and Traffic are considered to be less than significant.**

- 3) The General Plan circulation improvements along Victoria Avenue calls for Victoria Avenue to be improved to provide 6 lanes (three in each direction). Given that unprotected left turns into or out of Teal Club Road is considered a substantial safety risk, the applicant will be required to install a traffic signal at the corner of Teal Club Road and Victoria Avenue. With the addition of project-generated traffic and planned project improvements, the overall intersection operation (LOS "D") would be much better compared to the existing stop-sign controlled operation (LOS "F"). **With implementation of the proposed mitigation measures, no significant adverse effects relating to Transportation and Traffic are anticipated.**

Mitigation: The following mitigation measures shall apply:

O-1 Developer shall install a traffic signal at the corner of Teal Club Road and Victoria Avenue. Traffic signal shall have lithium emitting diode light bulbs, battery back up, emergency vehicle pre-emption and pedestrian countdown times per City of Oxnard specifications.

O-2 Developer shall install a 2-inch conduit interconnect from the Fifth Street and Victoria Avenue intersection to the Teal Club and Victoria Avenue intersection

O-3 The Developer shall install master planned Traffic Signal poles in their ultimate location for traffic signal work to be reimbursable. Per City Council Ordinance, temporary facilities are not reimbursable.

Monitoring: The aforementioned mitigation measures shall be identified on the improvement plans as required mitigation measures and shall be inspected by the Public Works Department prior to issuance of the first certificate of occupancy on either parcel.

Result After Mitigation: Upon implementation of the above mitigation measure, the project will not result in any residual significant adverse effects on the environment related Transportation/Traffic impacts.

- 4) The project will increase vehicle traffic and maneuvers on Teal Club Road. This road is currently a narrow roadway which runs parallel to an open drainage ditch. The existing ditch on the northside of Teal Club Road will be filled and level with the new roadway; a 36 inch underground pipe will be constructed to provide for adequate drainage. The widening of Teal Club Road to 40 feet and the removal of the existing drainage ditch will result in roadway capacity and traffic safety improvements.

Mitigation: The following mitigation measure shall apply:

O-4 The Developer shall improve Teal Club Road along the project frontage to a width of approximately 40 feet consisting of: one 12 foot through lane in each direction, a 10 foot left turn lane and a 5.5 foot shoulder on the northern half of the road and a .5 shoulder on the southern portion of Teal Club Road. All designs and construction work shall be subject to review and approval by the City Engineer of the Public Works Department.

**Monitoring:** The aforementioned mitigation measures shall be identified on the improvement plans as required mitigation measures and shall be inspected by the Public Works Department prior to issuance of the first certificate of occupancy on either parcel.

**Result After Mitigation:** Upon implementation of the above mitigation measure, the project will not result in any residual significant adverse effects on the environment related Transportation/Traffic impacts

- 2, 5-7) The project has been designed to ensure that adequate pedestrian safety is provided and that ingress and egress into the project and within the project is maintained. Further, the Developer has indicated and a condition of approval will be imposed that the Developer will obtain all required offsite easements/dedications from the adjacent property owners without requesting the City to undertake condemnation proceedings. The project will provide adequate parking on site and exceeds the parking requirements specified within the City's Zoning Ordinance. **With implementation of the proposed mitigation measures, no significant adverse effects relating to Transportation and Traffic are anticipated.**

**P. UTILITIES AND SERVICE SYSTEMS**

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

**P. UTILITIES AND SERVICE SYSTEMS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Comply with federal, state, and local statutes and regulations related to solid waste? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

1-3, 5) The project represents additional demand on master-planned utilities and service systems that have largely been anticipated in the General Plan build-out scenario for this area. Storm water runoff shall be limited to the runoff rates specified by the Development Services Program and onsite detention may be required. All detention basins, if needed, shall be designed in accordance with City standards and policies. The proposed project will be required to comply with measures to treat stormwater runoff by implementing Best Management Practices (BMP's) in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements. Based on recent and similar projects, the City expects that this project can be served without significantly impacting existing services. During the plan check review process, the developer will be required to submit utility service plans which will include details, specifications, and reporting information demonstrating that the infrastructure utility and service systems will be designed to support the proposed development. A condition of approval will also be imposed requiring the Developer to place existing overhead utility lines on and adjacent to the project underground in accordance with the City ordinance in effect at the time that the City issues a site improvement permit. **Therefore, no significant impacts to utility services and related systems are anticipated.**

4) The land underlying the proposed project lies within the City of Oxnard, but is not annexed to Calleguas and Metropolitan. Detachment from Drainage District Number 1 is also necessary. Annexation is necessary to allow water service by the City of Oxnard. Annexation procedures for metropolitan are defined in Section 350 of the Metropolitan Water District Act, which is also observed by Calleguas. In addition, annexations to Calleguas are subject to Calleguas' General Terms and Conditions. Annexation is also subject to approval by the Ventura Local Agency Formation Commission and any terms and conditions the Commission may apply. Pursuant to Section 56017 of Part 1, Chapter 2, of the Cortese/Knox/Hertzbert Local Government Reorganization Act of 2000, annexation means the annexation, inclusion, attachment or territory to a city or district. This action is consistent with Metropolitan's Calleguas' Spheres of Influence. Calleguas and Metropolitan have in place Water Standby Charges and the water usage associated within development on the project site has been planned for within the City's Urban Water Management Plan and therefore, within

MWD's water projections . In the course of annexation such charges will be fixed on the subject land. Water Standby Charges are assessed to pay for the benefits which properties receive from the projects and facilities provided by Calleguas and Metropolitan, whether or not they receive water facilities under the jurisdiction of Calleguas are provided through a Capital Construction Charge. To address the project's share of demands on public infrastructure, the City requires developers of new projects to pay the following development fees: *Planned Traffic Circulation System Facilities Fees (Traffic Impact); Planned Water Facilities Fee; Planned Wastewater Facilities Fee; Planned Drainage Facilities Fee; and Growth Requirement Capital Fee.* Standard City conditions require all projects to provide drought-tolerant landscaping to reduce the amount of water consumed by the project. **Therefore, no significant impacts to water supplies and resources are anticipated.**

6-7) Standard conditions of approval require compliance with the City's recycling programs, which require solid waste recycling and disposal plans and reporting during construction and operation of the facility. **Therefore, no significant impacts to landfill and solid waste resources are anticipated.**

**Q. MANDATORY FINDINGS OF SIGNIFICANCE**

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

No new significant adverse effects are expected to result from the proposed project. Mitigation measures are either incorporated into the project or made a part of the Mitigated Negative Declaration.

### 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, Development Services Department, Planning Division, *Coastal Zoning Regulations and Zone Maps*, current edition.
8. City of Oxnard, Development Services Department, Planning Division, *Coastal Land Use Plan*, current edition.
9. City of Oxnard, Community Development Department, Planning Division, *Zone Maps*, current edition.
10. City of Oxnard, Fire Department, *Fire Protection Planning Guide*, January 1990.
11. Ventura County Air Pollution Control District, *Air Quality Management Plan*, current edition.
12. Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, October 2003.
13. Institute of Transportation Engineers, *Trip Generation Manual*, Seventh Edition, Washington, DC, 2003.
14. United States Federal Emergency Management Agency, National Flood Insurance Program, *FIRM Flood Insurance Rate Maps for the City of Oxnard*, October 1985.
15. City of Oxnard, Public Works Department, *Master Sewer Plan*, current edition.
16. City of Oxnard, Public Works Department, *Master Drainage Plan*, current edition.
17. City of Oxnard, Public Works Department, *Master Water Plan*, current edition.
18. California State University - Fullerton South Central Coastal Information Center, *California Historical Resources Information System*, Department of Anthropology, Fullerton, California.
19. Ventura County Airport Land Use Commission, *Oxnard Airport Master Land Use Plan*, 1990.
20. Ventura County Cultural Heritage Board, *Ventura County Historical Landmarks & Points of Interest—August 1991*, Ventura County Recreation Services.
21. Ventura County, Property Administration Agency, *Final Report: Cultural Heritage Survey, Phase I*, Oxnard and Santa Paula, 1981.

### Environmental Impact Reports

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

29. City of Oxnard, *FEIR 98-2 (Supplemental) for the Westport at Mandalay Bay Project (Tract 5196)*.

### **Specific Plans**

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

### **Reports and Studies Provided by the Applicant (Attachments to this report)**

37. Teal Club D2 Development Aircraft Hazard and Land Use Risk Assessment, ACTA November 2006
38. URBEMIS 2002 Model Run for Project
39. Teal Club Retail/Industrial Project Traffic Study, Associated Transportation Engineers December 5, 2005
40. Phase 1 and Phase 2 Reports from West Coast Environmental and Engineering February 8, 2005 and March 11, 2005, respectively
41. Letter of Concurrence County of Ventura, Department of Airports, August 22, 2006
42. Reduction of project plans

## URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
Project Name: D2 Development without drive through facilities  
Project Location: Ventura County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

## AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.23	0.97	1.55	0.00	0.01

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	15.88	23.34	187.85	0.16	16.19

## SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	16.12	24.31	189.40	0.16	16.19

URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
 Project Name: D2 Development without drive through facilities  
 Project Location: Ventura County  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Winter)

## AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.07	0.96	0.38	0.00	0.00

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	17.75	30.16	219.78	0.16	16.19

## SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	17.82	31.12	220.16	0.16	16.19

URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
Project Name: D2 Development without drive through facilities  
Project Location: Ventura County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Tons/Year)

## AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.03	0.18	0.18	0.00	0.00

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	3.01	4.67	36.22	0.03	2.95

## SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	3.04	4.85	36.40	0.03	2.96

URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
Project Name: D2 Development without drive through facilities  
Project Location: Ventura County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.07	0.96	0.38	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.07	0.96	0.38	0.00	0.00

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Strip mall	5.38	8.77	65.23	0.05	4.58
General light industry	12.37	21.40	154.55	0.11	11.61
TOTAL EMISSIONS (lbs/day)	17.75	30.16	219.78	0.16	16.19

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

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Strip mall	40.00 trips / 1000 sq. ft.	15.70	628.00
General light industry	6.80 trips / 1000 sq. ft.	153.00	1,040.40

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

## Travel Conditions

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

## % of Trips - Commercial (by land use)

Strip mall	2.0	1.0	97.0
General light industry	50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

## URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
Project Name: D2 Development without drive through facilities  
Project Location: Ventura County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.07	0.96	0.38	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.16	0.01	1.17	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.23	0.97	1.55	0.00	0.01

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Strip mall	4.44	6.80	53.85	0.05	4.58
General light industry	11.45	16.54	134.00	0.12	11.61
TOTAL EMISSIONS (lbs/day)	15.88	23.34	187.85	0.16	16.19

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

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Strip mall	40.00 trips / 1000 sq. ft.	15.70	628.00
General light industry	6.80 trips / 1000 sq. ft.	153.00	1,040.40

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

## Travel Conditions

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

## % of Trips - Commercial (by land use)

Strip mall	2.0	1.0	97.0
General light industry	50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
Project Name: D2 Development without drive through facilities  
Project Location: Ventura County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.17	0.07	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping	0.01	0.00	0.11	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (tpy, unmitigated)	0.03	0.18	0.18	0.00	0.00

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Strip mall	0.87	1.36	10.52	0.01	0.84
General light industry	2.15	3.31	25.71	0.02	2.12
TOTAL EMISSIONS (tons/yr)	3.01	4.67	36.22	0.03	2.95

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

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 75 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Strip mall	40.00 trips / 1000 sq. ft.	15.70	628.00
General light industry	6.80 trips / 1000 sq. ft.	153.00	1,040.40

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

## Travel Conditions

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

## % of Trips - Commercial (by land use)

Strip mall	2.0	1.0	97.0
General light industry	50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations



PLANNING DIVISION  
305 WEST THIRD STREET  
OXNARD, CALIFORNIA 93030

**AMENDED**  
**MITIGATED NEGATIVE DECLARATION NO. 06-05**

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

Teal Club Self Storage Project: PZ 06-570-06 (Zone Change); PZ 05-500-27 (Special Use Permit); and PZ 06-300-21 (Tentative Parcel Map). The proposed project involves: a zone change; tentative parcel map, and special use permit for the proposed industrial development and self storage facility. Approval of the aforementioned permits will enable the future construction of commercial/retail square footage, industrial condos/warehousing/office square footage and a self storage facility. The entire project site is approximately 9.67 acre site located at the southeast corner of Teal Club Road and Victoria Avenue (APN 183-0-090-575). Filed by D2 Development, 5023 North Parkway Calabasas Suite 200, and CA. 91302

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

- Agriculture
- Air Quality
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation and Traffic

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
Agriculture	Potentially Significant	<p>B-1 All self storage tenants east of the self storage office area and any future owner of the self storage facility should be provided within notification of the agricultural operations to the east of the project site. Additionally, should the industrial condominiums be sold in the future, before or during escrow for the sale of all property located within Parcel 3, the Developer shall give to the buyers a document disclosing, in large type, that:</p> <p>(A) The property was formerly used for agricultural purposes, and is near or adjacent to, land that is currently used for agricultural operations; and</p> <p>(B) The buyers may be subject to inconvenience or discomfort arising from agricultural operations on such nearby or adjacent land, including, but not limited to, frost protection measures, noise, odors, fumes, dust, smoke, insects, operation of machinery (including aircraft) at any hour of the day or night, storage of equipment and materials necessary to the agricultural operations, slow moving farm equipment and spraying or other application of chemical fertilizers, soil amendments (such as manure, compost materials and mulches) and pesticides (such as herbicides, insecticides and fumigants); and</p> <p>(C) If the buyers complete the purchase of the property, the buyers should be prepared to accept such inconvenience and discomfort as a normal and necessary aspect of living being near adjacent agricultural operations.</p> <p>To show that the buyers and tenants have read the document, Developer shall require the buyers and specific tenants as identified above to sign the document. Developer shall retain such documents for at least three years and shall allow the City to inspect and copy all such documents upon request.</p>	Less than Significant	At plan check: Planning Division
Air Quality (Short-term)	Temporary Minor Impact	<p>The following mitigation measure shall apply to short- and long-term impacts:</p> <p>C-1 Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or</p>	Less Than Significant Impact	At plan check: Planning Division

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		operational modifications on all construction equipment.		
		<p>C-2 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.</p> <p>C-3 During construction and on non-construction days (including Sundays) during periods of high wind (see C-6), Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.</p> <p>C-4 During construction, Developer shall control dust by the following activities:</p> <ul style="list-style-type: none"> <li>• All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</li> <li>• All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.</li> </ul> <p>C-5 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.</p> <p>C-6 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.</p> <p>C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the</p>		

MND 06-05  
 Teal Club Self Storage Project  
 PZ 06-570-06 (Zone Change)  
 PZ 05-500-27 (Special Use Permit)  
 PZ 06-300-21 (Tentative Parcel Map)

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		<p>construction site is removed from the adjacent roadways.</p> <p>C-8 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.</p> <p>C-9. Open material stockpiles shall be covered, seeded, periodically watered or treated with environmentally safe dust suppressants.</p>		
Cultural Resources	Potentially Significant	<p>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 CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to initiation of the Phase I activities.</p> <p>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.</p> <p>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 Division 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.</p>	Less Than Significant Impact	Prior to grading permit issuance: Planning Division.
Geology and Soils	Potentially	<p>F-1 Developer shall submit a site-specific soils investigation, which shall be prepared by a licensed geotechnical engineer. At a minimum, such study shall include liquefaction and compressible</p>	Less Than	Prior to issuance of a grading

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
	Significant	soil characteristics on the subject site, and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.	Significant Impact	permit: Development Services
Hazards and Hazardous Materials	Potentially Significant	<p>G-1 The recommendations for grading enumerated within the February 20, 2007 letter from West Coast Environmental and Engineering shall be incorporated into the grading plans for the project. The project planner shall review the grading plans to ensure that grading and preparation of the site occurs consistent with the recommendations contained within the February 20, 2007 correspondence.</p> <p>G-2 The Developer shall record a notice to appear in all deeds of property within the project that the project is within or proximate to the Oxnard Airport Sphere of Influence and inhabitants may be affected by the airport and aircraft operations. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office. (PL)</p>	Less Than Significant Impact	Prior to issuance of a grading permit: Planning Division
		G-3 The Developer shall grant to the County of Ventura an avigation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Avigation Easement. (PL)		
		G-4 The Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. (PL)		
		G-5 The Developer shall adhere to any recommendations from the FAA for marking or lighting. (PL)		
Hydrology and Water Quality	Potentially Significant	H-1 Prior to issuance of a site construction permit, the applicant shall submit a drainage report to the Ventura County Watershed Protection District ("District") addressing the increase in runoff due to the increase in impervious area produced by construction of the project. District standards for mitigation of the increase in peak runoff rate shall be met by providing onsite retention or other methods approved by the District. The drainage report shall be prepared and signed by a California Registered Civil Engineer. H-1 Prior to issuance of a site construction	Less Than Significant Impact	Prior to issuance of a site construction permit: Development



MND 06-05  
 Teal Club Self Storage Project  
 PZ 06-570-06 (Zone Change)  
 PZ 05-500-27 (Special Use Permit)  
 PZ 06-300-21 (Tentative Parcel Map)  
 Page 7

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		<p>demolition and construction.</p> <p>K-5. During construction activities, except as otherwise required by law, all vehicle horns shall remain silent except in the case of emergency.</p> <p>K-6. Catering trucks providing service to construction workers at the site will be required to park within the site at all times. Catering trucks shall not be permitted to park on the street nor to sound their horns near or within the site.</p> <p>K-7. Construction workers shall not be permitted to loiter any gate, on the jobsite or any street, whether before, during or after work hours, on weekdays or on weekends.</p> <p>K-8. Developers shall setup staging areas on-site to minimize off-site transportation of heavy construction equipment.</p> <p>K-9. Construction equipment shall be fitted with modern sound-reduction equipment. (PL, 4.9-3)</p> <p>K-10. 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.</p>		
Transportation and Traffic	Potentially Significant	<p>O-1. Developer shall install a traffic signal at the corner of Teal Club Road and Victoria Avenue. Traffic signal shall have lithium emitting diode light bulbs, battery back up, emergency vehicle pre-emption and pedestrian countdown times per City of Oxnard specifications.</p> <p>O-2. Developer shall install a 2-inch conduit interconnect from the Fifth Street and Victoria Avenue intersection to the Teal Club and Victoria Avenue intersection</p> <p>O-3. The Developer shall install master planned Traffic Signal poles in their ultimate location for traffic signal work to be reimbursable. Per City Council Ordinance, temporary facilities are not reimbursable.</p> <p>O-4. The Developer shall improve Teal Club Road along the project frontage to a width of approximately 40 feet consisting of: one 12 foot through lane in each direction. a 10 foot left</p>	Less Than Significant Impact	Prior to approval of the Public Improvement Plans: Development Services

MND 06-05  
 Teal Club Self Storage Project  
 PZ 06-570-06 (Zone Change)  
 PZ 05-500-27 (Special Use Permit)  
 PZ 06-300-21 (Tentative Parcel Map)  
 Page 8

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		turn lane and a 5.5 foot shoulder on the northern half of the road and a .5 shoulder on the southern portion of Teal Club Road. All designs and construction work shall be subject to review and approval by the City Engineer of the Public Works Department.		

- Attachments:
- A. Initial Study/MND 06-05
  - B. Vicinity Map
  - C. Reduced Project Plans
  - D. Air Emission Modeling
  - E. Applicant's Agreement to Mitigation Measures

**Attachment D**

**ATE October 4, 2007 Correspondence**



# ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.  
Scott A. Schell, AICP

October 4, 2007

05158L04.WP

Scott Dinovitz  
D2 Construction, Inc.  
5023 N. Calabasas Parkway # 200  
Calabasas, CA 91302

## ***TEAL CLUB RETAIL/INDUSTRIAL PROJECT: VICTORIA AVENUE/TEAL CLUB DRIVE INTERSECTION, CITY OF OXNARD***

Associated Transportation Engineers has prepared the following response to the concerns raised by the City of Oxnard Planning Commission regarding the levels of service for Teal Club Road and the operation of the Victoria Avenue/Teal Club Road intersection after the Teal Club Retail/Industrial Project is constructed.

### **Teal Club Road**

The existing segment of Teal Club Road east of Victoria Avenue is a 2-lane unimproved roadway with no left-turn channelization. An irrigation/drainage ditch runs along the north side of the roadway. Teal Club Road currently provides access to agricultural and industrial land uses plus a few residential dwellings north of the Oxnard Airport. As part of the development of the project, capacity and safety improvements to Teal Club Road along the project frontage will be completed. The project will widen and improve the paved section of Teal Club Road 1,600 feet east of Victoria Avenue to City design standards. The Teal Club Road improvements will include curb, gutter and sidewalk along the project frontage. Also included as part of the improvements is the provision of a 10' continuous left-turn lane the length of the project frontage with 12'-12.5' travel lanes, and the existing irrigation/drainage ditch along the north side will be filled and paved. In addition to the Teal Club Road improvements, right-of-way along the project frontage will be dedicated to allow the construction of a north bound right-turn lane at the Victoria Avenue/Teal Club Road intersection and ultimately the planned 6-lane section of Victoria Avenue.

Improving Teal Club Road to City design standards and paving over the irrigation ditch removes roadway hazards which contribute to accidents and vehicle collisions associated with unimproved roadways. The planned roadway improvements such as the left-turn channelization enhance the overall roadway capacity and safety.

### **Victoria Avenue/Teal Club Road Intersection**

As reported by ATE, the existing STOP-sign controlled vehicle delays on the eastbound and westbound approaches of Teal Club Road are greater than 50 seconds well within the LOS "F" range. Associated with extended vehicle delays are impacts to air quality. In the traffic analysis initially prepared for the project, the geometry of the westbound approach of Teal Club Road consisted of an exclusive left-turn lane and a through/right-turn lane. The revised traffic analysis assumed that the geometry consisted of a left/through lane and an exclusive right-turn lane. Improvements to Victoria Avenue remained consistent in both. The resulting LOS at the intersection continued to be LOS "D" during the P.M. peak hour due to the fact that the traffic signal would operate with a permissive phase for the eastbound and westbound approaches. The revised geometry is not significant enough to change the resulting LOS, given the level of the traffic volumes.

Even with the addition of project-generated traffic and planned project improvements, the overall intersection operation (LOS "D"), would be much better compared to the existing STOP-sign controlled operation (LOS "F").

In addition to improved intersection operation there will be air quality benefits attributed to reduced the vehicle delay. The planned project improvements will also enhance the driver safety of the intersection. Signalization of the Victoria Avenue/Teal Club Road intersection will provide a protected phase for minor street traffic to enter the intersection, reducing aggressive driver behavior resulting from extended periods of vehicle delay.

This concludes our traffic analysis for the Teal Club Retail/Industrial Project, proposed adjacent to the Victoria Avenue/Teal Club Road intersection. We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers



Scott A. Schell, AICP  
Principal Transportation Planner

SAS/JB/DN

**Attachment E**

**ATE August 31, 2007 Correspondence**



# ASSOCIATED TRANSPORTATION ENGINEERS

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August 31, 2007

05158L03.WP

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Calabasas, CA 91302

***TEAL CLUB RETAIL/INDUSTRIAL PROJECT:  
TRAFFIC SIGNAL WARRANT ANALYSIS FOR THE  
VICTORIA AVENUE/TEAL CLUB DRIVE INTERSECTION, CITY OF OXNARD***

Associated Transportation Engineers has prepared the following traffic signal warrant study for the Teal Club Retail/Industrial Project, proposed adjacent to the Victoria Avenue/Teal Club Road intersection in the City of Oxnard. The study also addresses the changes to the westbound approach of Teal Club Drive at Victoria Avenue and along the project frontage. The project is proposing to construct 15,724 square feet of retail commercial space, and 152,187 square feet of industrial condominium and self storage space. Site access is proposed at three driveways on Teal Club Road and one driveway on Victoria Avenue. A copy of the project site plan is attached for reference.

### **Study Methodology**

Traffic counts were collected to determine the existing levels of traffic at the Victoria Avenue/Teal Club Road intersection. Trip generation estimates were then calculated for the project and distributed to the intersection. The traffic signal warrant analysis was completed using the existing + project volumes.

**Existing Volumes and Levels of Service**

The existing Victoria Avenue/Teal Club Road intersection is a 4-leg intersection with the minor street eastbound and westbound approaches being Teal Club Road and the major street northbound and southbound approaches being Victoria Avenue. The intersection is controlled by STOP-signs on the Teal Club Road approaches. Twenty-four hour traffic counts were collected for the approaches to the intersection on Thursday, November 10<sup>th</sup> and Tuesday, November 15<sup>th</sup>, 2005 (count data attached).

Both A.M. and P.M. peak hour counts were collected at the intersection on Wednesday, November 2<sup>nd</sup>, 2005. Table 1 shows the level of service calculations for the intersection under existing conditions.

**Table 1  
Existing Intersection Level of Service**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
Victoria Ave./Teal Club Rd.	STOP-Sign				
Northbound Left-turn:		12.1 sec.	LOS B	25.3 sec.	LOS D
Southbound Left-turn:		27.0 sec.	LOS D	21.9 sec.	LOS D
Westbound Approach:		> 50 sec.	LOS F	> 50 sec.	LOS F
Eastbound Approach:		> 50 sec.	LOS F	> 50 sec.	LOS F

The data presented in Table 1 show that the minor street movements operate in the LOS "F" range during the A.M. and P.M. peak hour periods under existing conditions as shown in Table 1.

**Project Trip Generation**

Trip generation estimates were developed for the proposed development using trip generation data contained in the Institute of Transportation Engineers (ITE) Trip Generation manual.<sup>1</sup> The trip generation calculations are summarized in Table 2.

<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

**Table 2  
Trip Generation**

Land Use	Size	Average Daily		A.M. Peak		P.M. Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
Retail	15.7 ksf	45.18	709	1.36	21	3.77	59
Light Industrial	53.1 ksf	6.97	370	0.92	49	0.98	52
Storage Units	99.1 ksf	2.50	248	0.15	15	0.26	26
<b>TOTAL</b>			<b>1,327</b>		<b>85</b>		<b>137</b>

As shown, the project would add 1,327 average daily trips, 85 A.M. peak hour trips, and 137 P.M. peak hour trips to the adjacent road network.

#### **Signal Warrant Analysis - Victoria Avenue/Teal Club Road**

The traffic generated by the project was distributed to the Victoria Avenue/Teal Club Road intersection based on hourly traffic percentages found in the Caltrans Progress Report<sup>2</sup> and the ITE Trip Generation manual. It was estimated that about 70% of the project traffic would use the Victoria Avenue/Teal Club intersection, with inbound traffic using the northbound and southbound Victoria Avenue approaches and outbound traffic using the westbound Teal Club Drive approach. Project trip distribution was estimated based on layout of the parking facilities, project access to the adjacent streets, and the project's trip distribution pattern to the regional roadway facilities. The existing + project volumes were used to complete the traffic signal warrant analysis.

The traffic signal warrant analysis was completed using the Manual of Uniform Traffic Control Devices (MUTCD) California Supplement traffic signal warrant criteria (warrant worksheets are attached). Because the critical speed of Victoria Avenue at the intersection is greater than 40 mph (the posted speed limit is 55 mph) the intersection is considered to be rural. Table 3 summarizes the results of the signal warrant analysis for existing + project conditions.

---

<sup>2</sup> 11<sup>th</sup> Progress Report on Trip Ends Generation Research Counts, Caltrans, 1976.

**Table 3  
Signal Warrants Results  
Victoria Avenue/Teal Club Road**

Warrant #	Type	Warrant Satisfied
1	Eight-Hour Vehicular Volume	Yes
2	Four-Hour Vehicular Volume	Yes
3	Peak Hour	Yes
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	Yes
7	Crash Warrant	No
8	Roadway Network	Yes

N/A: Not Applicable. There is no school in the vicinity of the intersection.

The existing + project volumes forecast for the Victoria Avenue/Teal Club Road intersection would satisfy the Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, and Peak Hour signal warrants. The intersection would also meet the Roadway Network and Coordinated Signal System warrants, but not the Crash Warrant. Levels of service were calculated for the intersection assuming the existing + project volumes. The westbound approach will be re-striped to provide a left/through lane and an exclusive right-turn lane. Table 4 shows the results of the calculations.

**Table 4  
Existing + Project Intersection Level of Service**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
Victoria Ave./Teal Club Rd.	STOP-Sign				
Northbound Left-turn:		12.1 sec.	LOS B	25.3 sec.	LOS C
Southbound Left-turn:		31.7 sec.	LOS D	24.0 sec.	LOS D
Westbound Through/Left-turn:		> 50 sec.	LOS F	> 50 sec.	LOS F
Eastbound Approach:		> 50 sec.	LOS F	> 50 sec.	LOS F

The minor street movements are forecast to operate in the LOS "F" range during the A.M. and P.M. peak hour periods with the addition of project traffic. Based on this analysis, it is recommended that traffic signals be installed at the intersection concurrent with the development of the project.

**Signalized Intersection Operations**

Tables 5 shows intersection operations and levels of service for the Victoria Avenue/Teal Club Road intersection under existing + project conditions based on the Highway Capacity Manual Calculations. Table 6 shows the levels of service based on the Intersection Capacity Utilization methodology.

**Table 5  
Existing + Project Highway Capacity Manual Intersection LOS**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
Victoria Ave./Teal Club Rd.	Signal	10.1 sec.	LOS B	14.0 sec.	LOS B

**Table 6  
Existing + Project Intersection Capacity Utilization LOS**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		V/C	LOS	V/C	LOS
Victoria Ave./Teal Club Rd.	Signal	0.82	LOS D	0.87	LOS D

With a traffic signal installed at the Victoria Avenue/Teal Club Road intersection, the average delay would decrease to 10.1 seconds in the A.M. peak hour period and 14.0 seconds in the P.M. peak hour period. The ICU methodology indicates that intersection would operate in the LOS "D" range during the A.M. and P.M. peak hour periods.

This concludes our traffic and signal warrant analysis for the Teal Club Retail/Industrial Project, proposed adjacent to the Victoria Avenue/Teal Club Road intersection. We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers



Scott A. Schell, AICP  
Principal Transportation Planner

SAS/JB/DN

attachments: Caltrans Traffic Signal Warrant Worksheets  
Level of Service Worksheets  
Count Sheets

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 1 of 4)

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ KPM \_\_\_\_\_

Major St: Victoria Avenue

Minor St: Teal Club Road

CALC JB DATE 12/2/05

CHK \_\_\_\_\_ DATE \_\_\_\_\_

Critical Approach Speed \_\_\_\_\_ km/h

Critical Approach Speed \_\_\_\_\_ km/h

Critical speed of major street traffic > 64 km/h (40 mph).....  or  } RURAL (R)

In built up area of isolated community of < 10,000 population.....  } URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume

Condition A - Minimum Vehicle Volume

100% SATISFIED YES  NO

80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															
	U		R		U		R									
	1		2 or More													
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	6	11	12	13	14	15	16	17	Hour			
Highest Approaches Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	75	74	102	72	85	88	122	92				

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES  NO

80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															
	U		R		U		R									
	1		2 or More													
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	6	11	12	13	14	15	16	17	Hour			
Highest Approaches Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	75	74	102	72	85	88	122	92				

Combination of Conditions A & B

SATISFIED YES  NO

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	2. INTERRUPTION OF CONTINUOUS TRAFFIC		

**Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)**

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for four hours.

APPROACH LANES			Hour			
	One	2 or More	12	15	16	17
Both Approaches - Major Street		✓	2595	3365	3445	3370
Highest Approaches - Minor Street		✓	102	88	122	92

\*All plotted points fall above the curves in MUTCD Figure 4C-1 or 4C-2.

Yes  No

**WARRANT 3 - Peak Hour**

PART A or PART B SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

Yes  No

Yes  No

Yes  No

**PART B**

SATISFIED YES  NO

APPROACH LANES			Hour			
	One	2 or More	16	/	/	/
Both Approaches - Major Street		✓	3445			
Highest Approaches - Minor Street		✓	122			

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 3 of 4)

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ KPM \_\_\_\_\_

Major St: Victoria Avenue Critical Approach Speed \_\_\_\_\_ km/h  
 Minor St: Teal Club Road Critical Approach Speed \_\_\_\_\_ km/h

CALC JB DATE 12/2/05  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_

Critical speed of major street > 64 km/h (40 mph).....  }  
 or } RURAL (R)  
 In built up area of isolated community of < 10,000 population.....  }  
 URBAN (U)

**WARRANT 4 - Pedestrian Volume**  
 (All Parts Must Be Satisfied)

100% SATISFIED YES  NO

Hours --->

Pedestrian Volume				
Adequate Crossing Gaps				

Any hour > 190 Yes  No

OR 4 hours > 100 Yes  No

AND < 60 gap/hr Yes  No

AND, The distance to the nearest traffic signal along the major street is greater than 90m (300 ft)

----- Yes  No

AND, The new traffic signal will not seriously disrupt progressive traffic flow in the major street.

----- Yes  No

**WARRANT 5 - School Crossing**  
 (All Parts Must Be Satisfied)

SATISFIED YES  NO

**Part A**  
 Gap/Minutes and # of Children

Each of Two Hours ---->

Gaps vs Minutes	Minutes Children Using Crossing		
	Number of Adequate Gaps		
School Age Pedestrians Crossing Street			

Gaps < Minutes SATISFIED YES  NO

Children > 20/hr SATISFIED YES  NO

**Part B**  
 Distance to Nearest Controlled Crossing

Is Nearest Controlled Crossing More Than 180 m (600 ft) away?

SATISFIED YES  NO

**Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 4 of 4)**

**WARRANT 6 - Coordinated Signal System  
(All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 300 m (1000 ft)	N <u>600</u> m, S <u>580</u> m, E <u>2400</u> m, W _____ m	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
On one way isolated streets or streets with one way traffic significance and adjacent signals are so far apart that necessary platooning and speed control would be lost.		
On 2-way streets where adjacent signals do not provide necessary platooning and speed control proposed signals could constitute a progressive signal system.		<input type="checkbox"/> <input type="checkbox"/>

**WARRANT 7 - Crash Warrant  
(All Parts Must Be Satisfied)**

SATISFIED YES  NO

REQUIREMENTS	WARRANT	✓	FULFILLED
One Warrant Satisfied 80%	Warrant 1 - Minimum Vehicular Volume		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR Warrant 2 - Interruption of Continuous Traffic		
Signal Will Not Seriously Disrupt Progressive Traffic Flow			<input checked="" type="checkbox"/> <input type="checkbox"/>
Adequate Trial of Less Restrictive Remedies Has Failed to Reduce Accident Frequency			<input type="checkbox"/> <input checked="" type="checkbox"/>
Acc. Within a 12 Month Period Susceptible for Corr. & Involving Injury or ≥ \$500 Damage			
MINIMUM REQUIREMENTS	NUMBER OF ACCIDENTS		
5 or More			<input type="checkbox"/> <input checked="" type="checkbox"/>

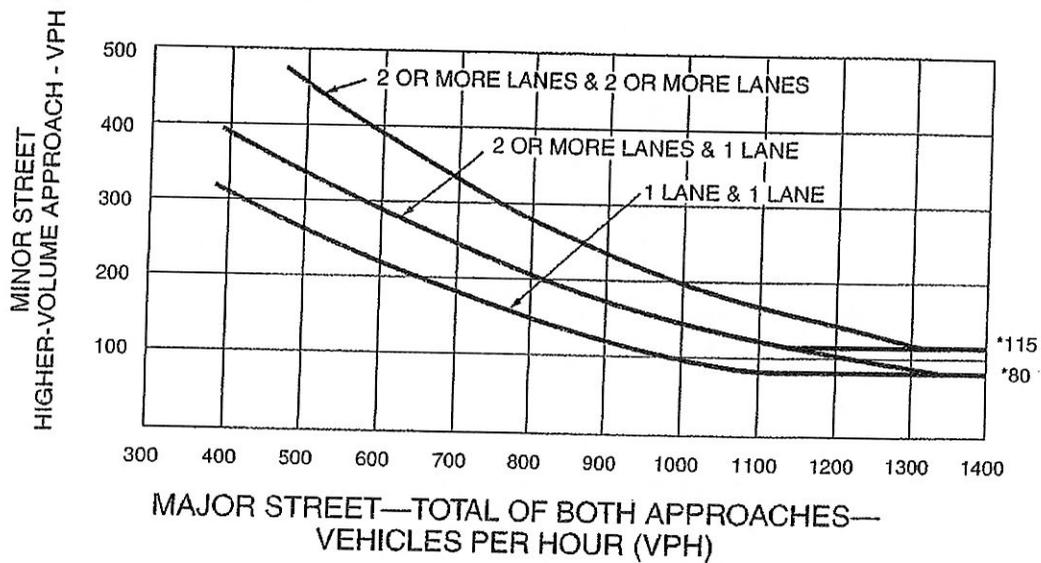
**WARRANT 8 - Roadway Network  
(All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES		✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>4000</u> Veh/Hr		<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. and/or Sun _____ Veh/Hr			
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.	
Hwy. System Serving as Principal Network for Through Traffic		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> <input type="checkbox"/>
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		<input checked="" type="checkbox"/>		
Appears as Major Route on an Official Plan		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Any Major Route Characteristics Met, Both Streets				

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

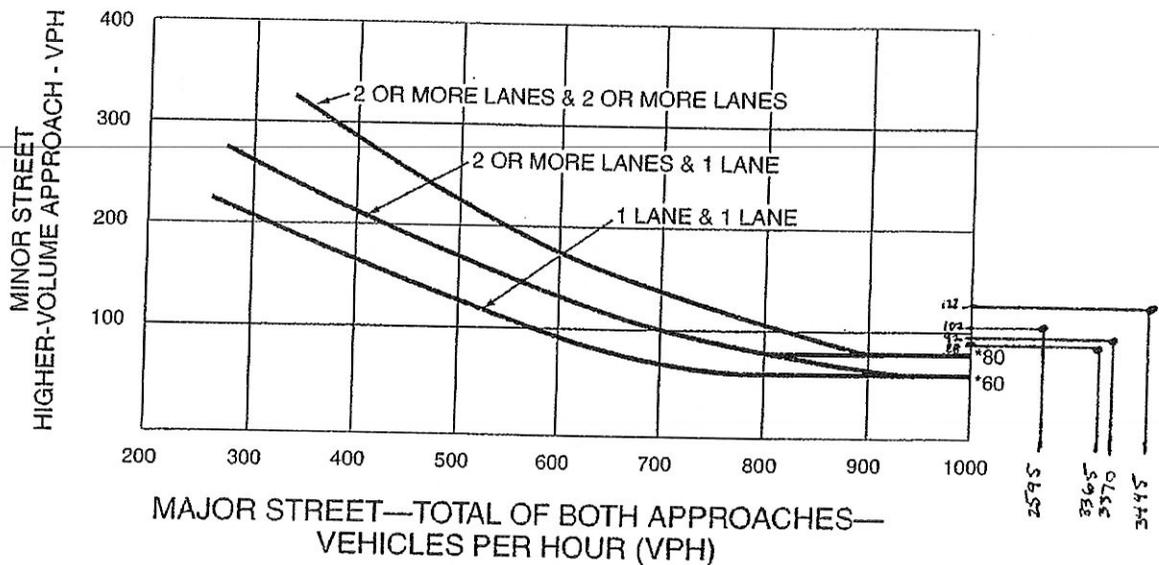
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

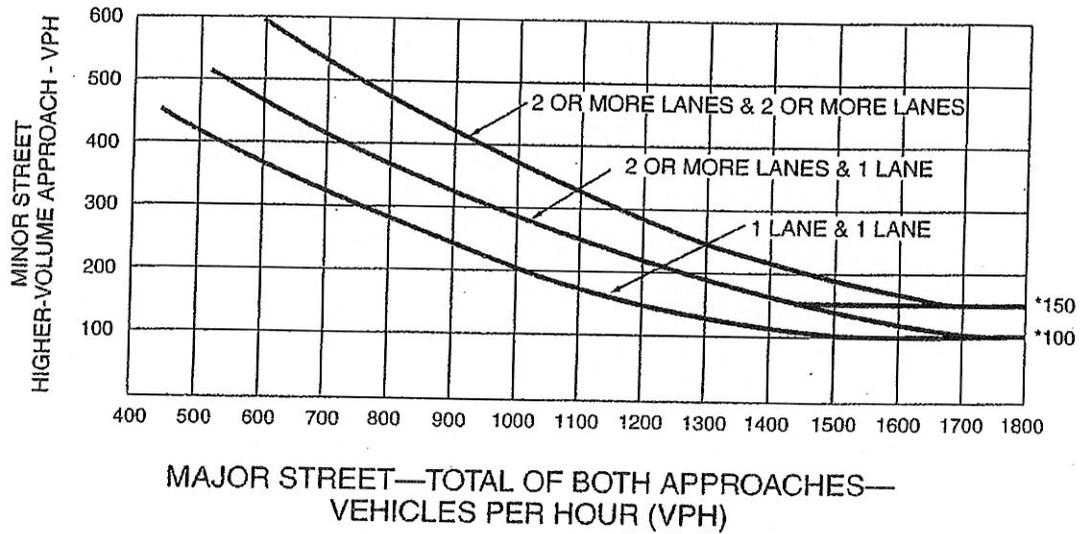
**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

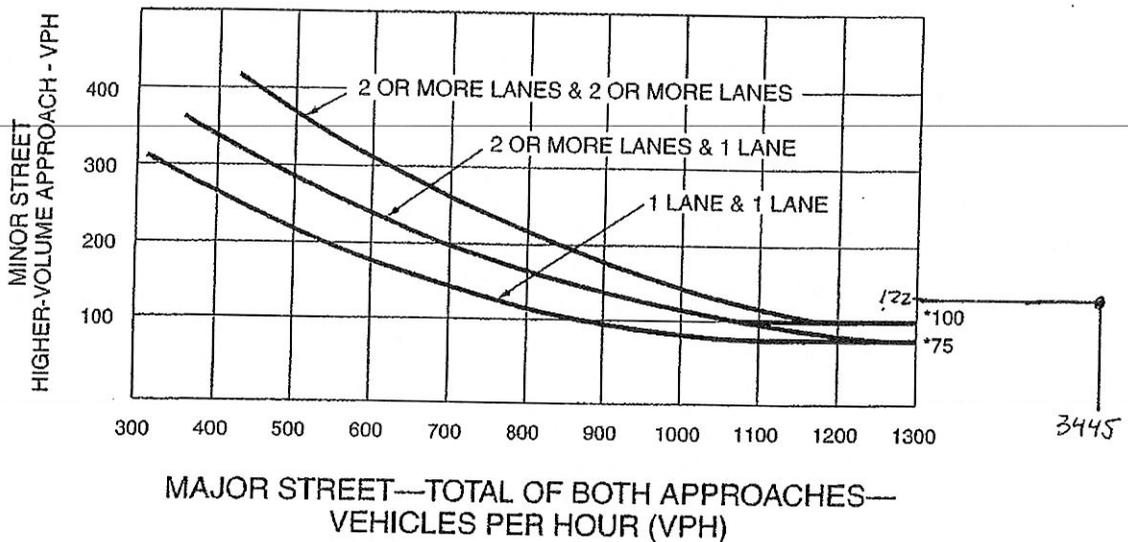
**Figure 4C-3. Warrant 3, Peak Hour**



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

**TEAL CLUB RETAIL/INDUSTRIAL PROJECT**  
**INTERSECTION CAPACITY UTILIZATION WORKSHEET**

REFERENCE #ICU AM

COUNT DATE: 11/2005  
 TIME PERIOD: AM  
 N/S STREET: VICTORIA AVENUE  
 E/W STREET: TEAL CLUB ROAD  
 CONTROL TYPE: SIGNAL

**TRAFFIC VOLUME SUMMARY**

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	6	2139	56	33	1224	3	1	1	4	9	0	48
(B) PROJECT	0	0	18	24	0	0	0	0	0	6	0	8

**GEOMETRICS**

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	R	L	T	TR	L	T	R	L	T	R

**TRAFFIC SCENARIOS**

SCENARIO 1: EXISTING + PROJECT (A+B)

**LEVEL OF SERVICE CALCULATIONS**

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS						
			1	2	3	1						
NBL	1	1600	6			0.050						
NBT	2	3200	2139			0.668 *						
NBR	1	1600	74			0.050						
SBL	1	1600	57			0.050 *						
SBT	2	3200	1224			0.383						
SBR	0	0	3			0.050						
EBL	0	0	1			-						
EBT	1	1600	1			0.050 *						
EBR	0	0	4			-						
WBL	0	0	15			-						
WBT	1	1600	0			0.050 *						
WBR	1	1600	56			0.035						
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:						0.82						
D												

NOTES:

TEAL CLUB RETAIL/INDUSTRIAL PROJECT  
 INTERSECTION CAPACITY UTILIZATION WORKSHEET  
 COUNT DATE:  
 TIME PERIOD: **PM**  
 N/S STREET: **VICTORIA AVENUE**  
 EW STREET: **TEAL CLUB ROAD**  
 CONTROL TYPE: **SIGNAL**

REFERENCE #ICU PM

**TRAFFIC VOLUME SUMMARY**

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	4	1521	28	152	2283	5	3	0	15	16	1	65
(B) PROJECT	0	0	14	18	0	0	0	0	0	26	0	35

**GEOMETRICS**

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	R	L	T	TR	L	T	R	L	T	R

**TRAFFIC SCENARIOS**

SCENARIO 1: EXISTING + PROJECT (A+B)

**LEVEL OF SERVICE CALCULATIONS**

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO VIC RATIOS				
			1	1					
NBL	1	1600	4	0.050 *					
NBT	2	3200	1521	0.475					
NBR	1	1600	42	0.050					
SBL	1	1600	170	0.106					
SBT	2	3200	2283	0.715 *					
SBR	0	0	5	-					
EBL	0	0	3	-					
EBT	1	1600	0	0.050 *					
EBR	0	0	15	-					
WBL	0	0	42	-					
WBT	1	1600	1	0.050 *					
WBR	1	1600	100	0.063					
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:				0.87 D					

NOTES:

Existing + Project A.M. Peak Hour- Unsignalized  
Planned Geometry

Teal Club Retail Industrial  
4/19/2007



Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Lane Configurations	↕			↕			↗	↖	↗	↖	↗	↖	
Sign Control	Stop			Stop			Free						
Grade	0%			0%			0%						
Volume (veh/h)	1	1	4	15	0	56	5	2139	74	57	1224	3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	1	1	4	16	0	61	7	2325	80	62	1330	3	
<b>Pedestrians</b>													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	2692	3874	667	3132	3796	1162	1334	2405					
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2692	3874	667	3132	3796	1162	1334	2405					
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1	4.1					
tC, 2 stage (s)													
fX (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2					
p0 queue free %	79	53	99	0	100	68	99	68					
cM capacity (veh/h)	5	2	401	2	3	188	513	196					
<b>Approach Summary</b>													
Direction Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	7	16	61	7	1162	1162	80	62	887	447			
Volume Left	1	16	0	7	0	0	0	62	0	0			
Volume Right	4	0	61	0	0	0	80	0	0	3			
cSH	9	2	188	513	1700	1700	1700	196	1700	1700			
Volume to Capacity	0.69	7.29	0.32	0.01	0.68	0.68	0.05	0.32	0.52	0.26			
Queue Length 95th (ft)	35	Err	33	1	0	0	0	32	0	0			
Control Delay (s)	663.2	Err	33.1	12.1	0.0	0.0	0.0	31.7	0.0	0.0			
Lane LOS	F	F	D	B	D								
Approach Delay (s)	663.2			2138.5			0.0			1.4			
Approach LOS	F			F			D			D			
<b>Intersection Summary</b>													
Average Delay	44.0												
Intersection Capacity Utilization	75.9%			ICU Level of Service									D
Analysis Period (min)	15												

Existing + Project P.M. Peak Hour-Unsignalized  
Planned Geometry

Teal Club Retail Industrial  
4/19/2007



Direction	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↕			↗			↘		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	3	0	15	42	1	100	4	152	42	170	2283	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh)	3	0	16	48	1	109	4	165	46	185	2482	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3798	4561	1243	3289	4518	827	2487			1699		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3798	4561	1243	3289	4518	827	2487			1699		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
f(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	90	0	0	65	98			50		
cM capacity (veh/h)	0	1	166	2	1	315	182			371		
Direction Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	20	47	109	4	827	827	46	185	1654	838		
Volume Left	3	46	0	4	0	0	0	185	0	0		
Volume Right	16	0	109	0	0	0	46	0	0	5		
cSH	0	2	315	182	1700	1700	1700	371	1700	1700		
Volume to Capacity	Err	26.02	0.35	0.02	0.49	0.49	0.03	0.50	0.97	0.49		
Queue Length 95th (ft)	Err	Err	37	2	0	0	0	67	0	0		
Control Delay (s)	Err	Err	22.3	25.3	0.0	0.0	0.0	24.0	0.0	0.0		
Lane LOS	F	F	C	D				C				
Approach Delay (s)	Err 3022.3			0.1			1.7					
Approach LOS	F			F								
Intersection Summary												
Average Delay	Err											
Intersection Capacity Utilization	85.6%			ICU Level of Service			E					
Analysis Period (min)	15											

Existing + Project A.M. Peak Hour- Signalized  
Planned Geometry

Teal Club Retail Industrial  
4/19/2007



Parameter	LBSL	LBL	LBF	WBL	WBT	WBF	NBL	NBT	NBF	SBL	SBT	SBF
Lane Configurations	↕			↕		↕	↕	↕	↕	↕	↕	↕
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Red Bike Factor												
Frt	0.910			0.850			0.850					
Flt Protected	0.992			0.950			0.950			0.950		
Satd. Flow (prot)	0	1682	0	0	1770	1583	1770	3539	1583	1770	3539	0
Flt Permitted	0.979			0.754			0.950			0.950		
Satd. Flow (perm)	0	1660	0	0	1405	1583	1770	3539	1583	1770	3539	0
Satd. Flow (RTOR)	4			61			80			80		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	1	1	4	16	0	61	7	2325	80	62	1330	3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	1	1	4	16	0	61	7	2325	80	62	1330	3
Lane Group Flow (vph)	0	6	0	0	16	61	7	2325	80	62	1333	0
Turn Type	Perm		Perm		Perm		Prot		Perm		Prot	
Protected Phases	4		8		8		5		2		6	
Permitted Phases	4		8		8		2		2		1	
Detector Phases	4		8		8		5		2		1	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	20.0	20.0	0.0	20.0	20.0	20.0	8.0	62.0	62.0	8.0	62.0	0.0
Total Split (%)	22.2%	22.2%	0.0%	22.2%	22.2%	22.2%	8.9%	68.9%	68.9%	8.9%	68.9%	0.0%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	4.0	58.0	58.0	4.0	58.0	4.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	6.7		6.7		6.7		4.0		71.6		76.4	
Actuated g/C Ratio	0.07		0.07		0.07		0.04		0.80		0.85	
v/c Ratio	0.05		0.15		0.36		0.09		0.83		0.44	
Control Delay	28.3		41.5		16.5		43.8		11.5		99.4	
Queue Delay	0.0		0.0		0.0		0.0		0.0		0.0	
Total Delay	28.3		41.5		16.5		43.8		11.5		99.4	



Existing + Project P.M. Peak Hour-Signalized  
Planned Geometry

Teal Club Retail Industrial  
4/19/2007



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕		↕	↕	↕	↕	↕	↕	↕
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Red/Bike Factor												
Frnt	0.886			0.850			0.850					
Flt Protected	0.992			0.953			0.950			0.950		
Satd. Flow (prot)	0	1637	0	0	1775	1583	1770	3539	1583	1770	3539	0
Flt Permitted	0.973			0.750			0.950			0.950		
Satd. Flow (perm)	0	1606	0	0	1397	1583	1770	3539	1583	1770	3539	0
Satd Flow (RTOR)		16			169			46				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (voh)	3	0	15	42	1	109	4	1653	46	185	2482	5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	3	0	16	46	1	109	4	1653	46	185	2482	5
Lane Group Flow (vph)	0	19	0	0	47	109	4	1653	46	185	2482	0
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot		
Protected Phases	4			8		8	5	2		1	6	
Permitted Phases	4			8		8			2			
Detector Phases	4			8		8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	20.0	8.0	62.0	62.0	18.0	72.0	0.0
Total Split (%)	20.0%	20.0%	0.0%	20.0%	20.0%	20.0%	8.0%	62.0%	62.0%	18.0%	72.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	4.0	58.0	58.0	14.0	68.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effl Graph (s)	8.7			8.7		8.7	4.0	68.0	68.0	13.2	84.4	
Actuated g/C Ratio	0.09			0.09		0.09	0.04	0.68	0.68	0.13	0.84	
v/c Ratio	0.12			0.39		0.46	0.06	0.69	0.04	0.79	0.83	
Control Delay	22.4			51.5		14.8	48.0	12.8	2.3	66.1	10.3	
Queue Delay	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.4			51.5		14.8	48.0	12.8	2.3	66.1	10.3	

Existing + Project P.M. Peak Hour-Signalized  
Planned Geometry

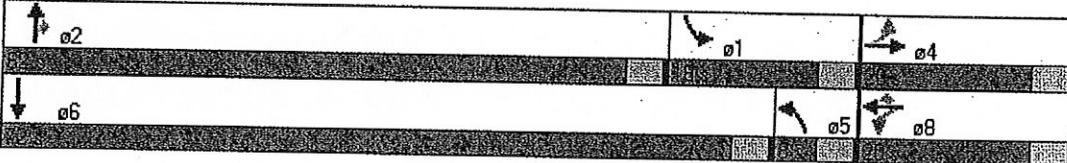
Teal Club Retail Industrial  
4/19/2007



Line Item	NBT	EBT	EBP	WBT	WBP	NBL	NE	NBR	SBT	SBP	SBR
LOS	C	D	E	D	B	A	E	B			
Approach Delay	22.4	25.9			12.6				14.1		
Approach LOS	C	C			B				B		
Queue Length 50th (ft)	2	29	0	3	324	0	115	324			
Queue Length 95th (ft)	23	64	49	14	454	13	#218	#988			
Internal Link Dist (ft)	2576	3232			2256			2064			
Turn Bay Length (ft)											
Base Capacity (vph)	270	224	345	71	2407	1091	248	2988			
Starvation Cap Reductn	0	0	0	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0	0	0	0			
Reduced v/c Ratio	0.07	0.21	0.32	0.06	0.69	0.04	0.75	0.83			

**Intersection Summary:**  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 14.0  
 Intersection LOS: B  
 Intersection Capacity Utilization: 85.6%  
 ICU Level of Service: E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer  
 Queue shown is maximum after two cycles.

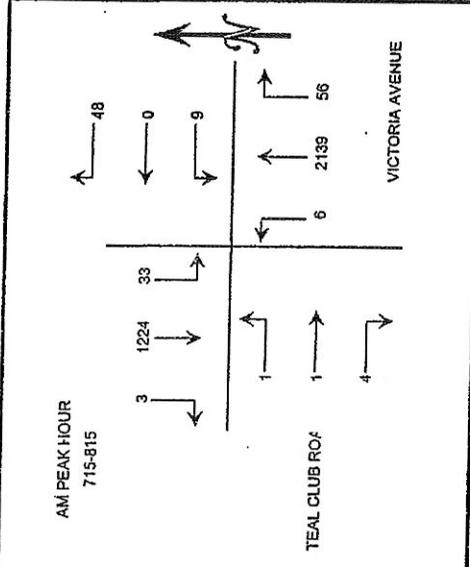
Splits and Phases: 3: Int



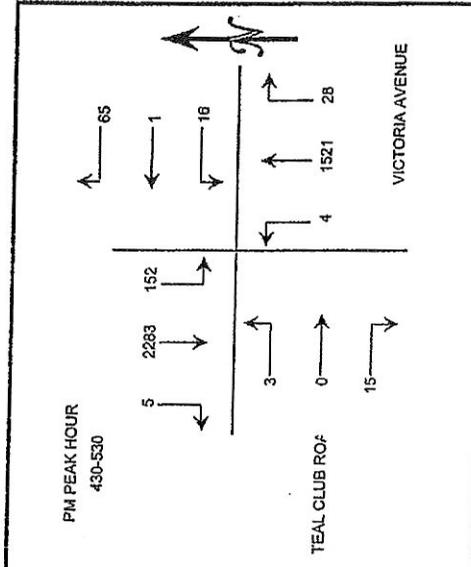
## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION CONSULTANTS  
 PROJECT: OXNARD/VENTURA TRAFFIC COUNTS  
 DATE: WEDNESDAY NOVEMBER 2ND, 2005  
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM  
 INTERSECTION: N/S VICTORIA AVENUE AND E/W TEAL CLUB ROAD

PERIOD	SB		WB		NB		SB		WB		NB		TOTAL	
	S	B	S	B	S	B	S	B	S	B	S	B	S	B
7:00-7:15	0	231	12	0	0	8	435	3	1	0	0	0	0	703
7:15-7:30	0	282	7	14	0	7	522	1	1	0	0	0	0	836
7:30-7:45	1	298	6	9	0	15	620	2	0	0	0	0	0	949
7:45-8:00	1	341	11	14	0	5	556	2	2	0	0	0	0	960
8:00-8:15	1	305	9	11	0	2	441	1	1	1	1	1	1	779
8:15-8:30	0	232	13	7	0	5	348	1	1	0	0	0	0	609
8:30-8:45	1	190	9	18	2	2	321	2	4	2	4	2	0	557
8:45-9:00	0	219	9	16	0	2	342	1	1	0	0	0	0	593
<b>HOURLY TOTALS</b>														
TIME	1	1150	37	49	0	7	58	2133	8	4	0	0	0	3448
7:00-8:00	3	1224	33	48	0	9	56	2139	6	4	1	1	1	3524
7:30-8:30	3	1174	39	41	0	9	54	1965	6	4	1	1	1	3287
7:45-8:45	3	1068	42	50	2	11	45	1668	6	8	3	1	1	2905
8:00-9:00	2	946	40	52	2	8	21	1452	5	6	3	1	1	2538



PERIOD	SB		WB		NB		SB		WB		NB		TOTAL	
	S	B	S	B	S	B	S	B	S	B	S	B	S	B
4:00-4:15	1	387	39	13	0	1	7	399	3	13	1	1	4	878
4:15-4:30	2	481	29	16	0	1	5	332	0	0	0	0	0	865
4:30-4:45	1	526	31	25	0	3	8	366	1	11	0	0	1	973
4:45-5:00	1	605	52	14	0	6	392	0	3	0	0	0	0	1078
5:00-5:15	3	569	40	14	0	6	370	0	0	0	0	1	1	1009
5:15-5:30	0	583	29	12	1	4	393	3	1	0	0	1	1	1035
5:30-5:45	0	500	59	8	0	1	3	330	1	2	0	0	0	864
5:45-6:00	1	420	23	7	0	2	6	330	0	1	0	0	0	790
<b>HOURLY TOTALS</b>														
TIME	5	2009	151	68	0	8	26	1489	4	27	1	1	5	3793
4:15-5:15	7	2181	152	69	0	13	25	1480	1	14	0	2	2	3924
4:30-5:30	5	2283	152	65	1	16	28	1521	4	15	0	3	3	4093
4:45-5:45	4	2257	180	48	1	14	23	1545	4	6	0	2	2	4084
5:00-6:00	4	2072	151	41	1	13	23	1483	4	4	0	2	2	3798



# WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

## 24-HOUR ADT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: OXNARD  
 LOCATION: TEAL CLUB DRIVE EAST OF VICTORIA AVENUE  
 DATE: TUESDAY NOVEMBER 15, 2005

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	2	0	2	3	7	
1:00	3	1	0	0	4	
2:00	2	0	1	0	3	
3:00	0	0	1	3	4	
4:00	0	1	0	0	1	
5:00	2	4	5	5	16	
6:00	4	9	13	16	42	
7:00	27	16	21	36	100	
8:00	12	11	25	16	64	
9:00	15	24	20	14	73	
10:00	11	9	19	10	49	
11:00	24	18	14	16	72	
12:00	24	12	18	23	77	
13:00	15	10	12	18	55	
14:00	12	16	24	20	72	
15:00	17	18	22	42	99	
16:00	38	29	21	46	134	
17:00	37	29	19	13	98	
18:00	17	18	11	6	52	
19:00	0	6	1	6	13	
20:00	14	5	5	2	26	
21:00	3	9	3	2	17	
22:00	4	3	3	0	10	
23:00	1	5	1	3	10	
TOTAL					1098	
AM PEAK HOUR		0700-0800				
VOLUME		100				
PM PEAK HOUR		1600-1700				
VOLUME		134				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	1	1	2	0	4	
1:00	1	1	1	1	4	
2:00	1	1	0	0	2	
3:00	0	0	2	3	5	
4:00	4	3	2	1	10	
5:00	2	5	2	7	16	
6:00	20	15	26	13	74	
7:00	7	18	10	20	55	
8:00	9	10	10	8	37	
9:00	8	23	9	6	46	
10:00	8	10	9	14	41	
11:00	8	12	10	11	41	
12:00	20	12	11	18	61	
13:00	16	4	8	15	43	
14:00	12	14	14	13	53	
15:00	10	7	14	14	45	
16:00	20	16	18	12	66	
17:00	7	11	6	7	31	
18:00	12	4	4	5	25	
19:00	8	8	4	2	22	
20:00	4	10	4	6	24	
21:00	6	5	5	2	18	
22:00	1	2	1	3	7	
23:00	0	0	0	2	2	
TOTAL					732	
AM PEAK HOUR		0600-0700				
VOLUME		74				
PM PEAK HOUR		1545-1645				
VOLUME		68				

TOTAL BI-DIRECTIONAL VOLUME	1830
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# WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

## 24-HOUR ADT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: OXNARD  
 LOCATION: TEAL CLUB DRIVE EAST OF VICTORIA AVENUE  
 DATE: WEDNESDAY NOVEMBER 16, 2005

DIRECTION:		EB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	1	0	0	0	1	
1:00	0	0	0	1	1	
2:00	1	1	0	1	3	
3:00	0	1	0	0	1	
4:00	1	1	2	0	4	
5:00	3	3	7	4	17	
6:00	7	13	9	24	53	
7:00	12	12	25	30	79	
8:00	29	18	9	12	68	
9:00	13	16	12	20	61	
10:00	16	9	13	14	52	
11:00	10	12	13	14	49	
12:00	16	14	18	14	62	
13:00	10	11	14	17	52	
14:00	24	11	18	21	74	
15:00	25	21	25	28	99	
16:00	31	24	30	54	139	
17:00	36	26	20	19	101	
18:00	11	11	13	10	45	
19:00	7	6	4	5	22	
20:00	3	3	4	5	15	
21:00	4	5	6	1	16	
22:00	0	0	2	3	5	
23:00	2	2	0	0	4	
TOTAL					1023	
AM PEAK HOUR		0730-0830				
VOLUME		102				
PM PEAK HOUR		1630-1730				
VOLUME		146				

DIRECTION:		WB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	0	0	0	1	1	
1:00	3	0	0	1	4	
2:00	2	1	0	0	3	
3:00	0	0	2	0	2	
4:00	1	1	2	0	4	
5:00	1	8	5	6	20	
6:00	14	12	22	29	77	
7:00	11	10	13	18	52	
8:00	8	10	11	10	39	
9:00	6	11	13	13	43	
10:00	15	12	9	12	48	
11:00	10	7	11	8	36	
12:00	22	6	18	12	58	
13:00	8	11	6	14	39	
14:00	14	5	10	12	41	
15:00	10	14	16	16	56	
16:00	16	8	10	12	46	
17:00	10	6	10	8	34	
18:00	6	12	6	5	29	
19:00	9	8	2	5	24	
20:00	5	8	4	4	21	
21:00	1	7	0	5	13	
22:00	2	5	3	2	12	
23:00	5	0	0	1	6	
TOTAL					708	
AM PEAK HOUR		0600-0700				
VOLUME		77				
PM PEAK HOUR		1515-1615				
VOLUME		167				

TOTAL BI-DIRECTIONAL VOLUME	1731
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# WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

## 24-HOUR ADT COUNT SUMMARY

CLIENT: ○  
 PROJECT: ○  
 LOCATION: ○  
 DATE: ○

DIRECTION:		NB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	0	0	0	0	0	
1:00	0	0	0	0	0	
2:00	0	0	0	0	0	
3:00	0	0	0	0	0	
4:00	0	0	0	0	0	
5:00	0	0	0	0	0	
6:00	0	0	0	0	0	
7:00	0	0	0	0	0	
8:00	0	0	0	0	0	
9:00	0	0	0	0	0	
10:00	0	0	0	0	0	
11:00	0	0	0	0	0	
12:00	0	0	0	0	0	
13:00	0	0	0	0	0	
14:00	0	0	0	0	0	
15:00	0	0	0	0	0	
16:00	0	0	0	0	0	
17:00	0	0	0	0	0	
18:00	0	0	0	0	0	
19:00	0	0	0	0	0	
20:00	0	0	0	0	0	
21:00	0	0	0	0	0	
22:00	0	0	0	0	0	
23:00	0	0	0	0	0	
TOTAL					0	
AM PEAK HOUR		0000-0100				
VOLUME		5				
PM PEAK HOUR		1500-1600				
VOLUME		6				

DIRECTION:		SB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	0	0	0	0	0	
1:00	0	0	0	0	0	
2:00	0	0	0	0	0	
3:00	0	0	0	0	0	
4:00	0	0	0	0	0	
5:00	0	0	0	0	0	
6:00	0	0	0	0	0	
7:00	0	0	0	0	0	
8:00	0	0	0	0	0	
9:00	0	0	0	0	0	
10:00	0	0	0	0	0	
11:00	0	0	0	0	0	
12:00	0	0	0	0	0	
13:00	0	0	0	0	0	
14:00	0	0	0	0	0	
15:00	0	0	0	0	0	
16:00	0	0	0	0	0	
17:00	0	0	0	0	0	
18:00	0	0	0	0	0	
19:00	0	0	0	0	0	
20:00	0	0	0	0	0	
21:00	0	0	0	0	0	
22:00	0	0	0	0	0	
23:00	0	0	0	0	0	
TOTAL					0	
AM PEAK HOUR		0000-0100				
VOLUME		5				
PM PEAK HOUR		1500-1600				
VOLUME		6				

TOTAL BI-DIRECTIONAL VOLUME	0
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# WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

## 24-HOUR ADT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: OXNARD  
 LOCATION: VICTORIA AVENUE NORTH OF  
 TEAL CLUB DRIVE  
 DATE: TUESDAY NOVEMBER 15, 2005

DIRECTION:		NB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	32	23	30	21	106	
1:00	9	14	18	22	63	
2:00	8	13	12	20	53	
3:00	20	26	18	20	84	
4:00	30	41	104	126	301	
5:00	86	154	240	340	820	
6:00	344	262	440	502	1648	
7:00	404	584	654	618	2260	
8:00	398	407	398	370	1573	
9:00	325	339	306	311	1281	
10:00	324	316	312	299	1251	
11:00	316	321	323	351	1311	
12:00	296	310	354	318	1278	
13:00	326	304	310	335	1275	
14:00	342	336	403	415	1496	
15:00	428	404	406	360	1598	
16:00	424	414	368	411	1617	
17:00	434	426	378	354	1592	
18:00	316	325	314	306	1261	
19:00	224	171	188	144	727	
20:00	116	140	115	102	473	
21:00	104	112	98	100	414	
22:00	67	54	73	48	242	
23:00	48	42	48	42	180	
TOTAL					22904	
AM PEAK HOUR		0700-0800				
VOLUME		2260				
PM PEAK HOUR		1445-1545				
VOLUME		1653				

DIRECTION:		SB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	68	42	41	44	195	
1:00	26	22	21	14	83	
2:00	19	18	12	12	61	
3:00	16	11	16	15	58	
4:00	14	14	24	29	81	
5:00	39	36	80	114	269	
6:00	154	181	250	303	888	
7:00	310	326	342	352	1330	
8:00	312	308	253	254	1127	
9:00	268	260	254	264	1046	
10:00	236	274	290	256	1056	
11:00	279	282	319	332	1212	
12:00	282	330	325	287	1224	
13:00	296	297	321	294	1208	
14:00	339	332	305	383	1359	
15:00	394	444	432	470	1740	
16:00	469	503	488	524	1984	
17:00	554	518	503	410	1985	
18:00	429	372	384	306	1491	
19:00	314	294	278	210	1096	
20:00	240	246	202	220	908	
21:00	233	246	216	173	868	
22:00	146	168	116	108	538	
23:00	84	72	62	64	282	
TOTAL					22089	
AM PEAK HOUR		0715-0815				
VOLUME		1332				
PM PEAK HOUR		1645-1745				
VOLUME		2099				

TOTAL BI-DIRECTIONAL VOLUME	44,993
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# WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

## 24-HOUR ADT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS  
 PROJECT: OXNARD  
 LOCATION: VICTORIA AVENUE SOUTH OF  
 TEAL CLUB DRIVE  
 DATE: TUESDAY NOVEMBER 15, 2005

DIRECTION:		NB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	32	24	29	22	107	
1:00	12	13	18	24	67	
2:00	12	12	13	17	54	
3:00	22	26	16	24	88	
4:00	30	42	102	128	302	
5:00	84	158	241	326	809	
6:00	341	378	455	521	1695	
7:00	406	580	622	628	2236	
8:00	471	414	407	368	1660	
9:00	334	316	341	300	1291	
10:00	334	318	306	325	1283	
11:00	320	312	334	328	1294	
12:00	325	306	372	314	1317	
13:00	328	299	320	328	1275	
14:00	354	313	426	392	1485	
15:00	456	392	432	344	1624	
16:00	446	390	389	402	1627	
17:00	449	406	402	334	1591	
18:00	336	346	322	299	1303	
19:00	233	177	188	157	755	
20:00	111	144	118	107	480	
21:00	106	112	100	100	418	
22:00	70	59	72	49	250	
23:00	52	42	48	40	182	
				TOTAL	23193	
AM PEAK HOUR		0715-0815				
VOLUME		2301				
PM PEAK HOUR		1445-1545				
VOLUME		1672				

DIRECTION:		SB				HOUR TOTALS
TIME	00-15	15-30	30-45	45-60		
0:00	67	41	42	43	193	
1:00	26	18	21	14	79	
2:00	20	18	12	12	62	
3:00	20	12	19	13	64	
4:00	15	14	23	29	81	
5:00	40	44	76	129	289	
6:00	160	214	248	322	944	
7:00	338	322	350	347	1357	
8:00	309	327	245	254	1135	
9:00	256	244	240	262	1002	
10:00	228	258	273	245	1004	
11:00	256	270	303	322	1151	
12:00	272	318	284	294	1168	
13:00	276	296	307	264	1143	
14:00	342	292	294	380	1308	
15:00	374	442	401	436	1653	
16:00	468	418	482	531	1899	
17:00	520	482	467	407	1877	
18:00	374	358	363	284	1379	
19:00	320	285	246	200	1051	
20:00	242	212	200	209	863	
21:00	232	229	208	168	837	
22:00	141	152	109	97	499	
23:00	83	68	66	50	267	
				TOTAL	21305	
AM PEAK HOUR		0700-0800				
VOLUME		1357				
PM PEAK HOUR		1630-1730				
VOLUME		2015				

TOTAL BI-DIRECTIONAL VOLUME	44,498
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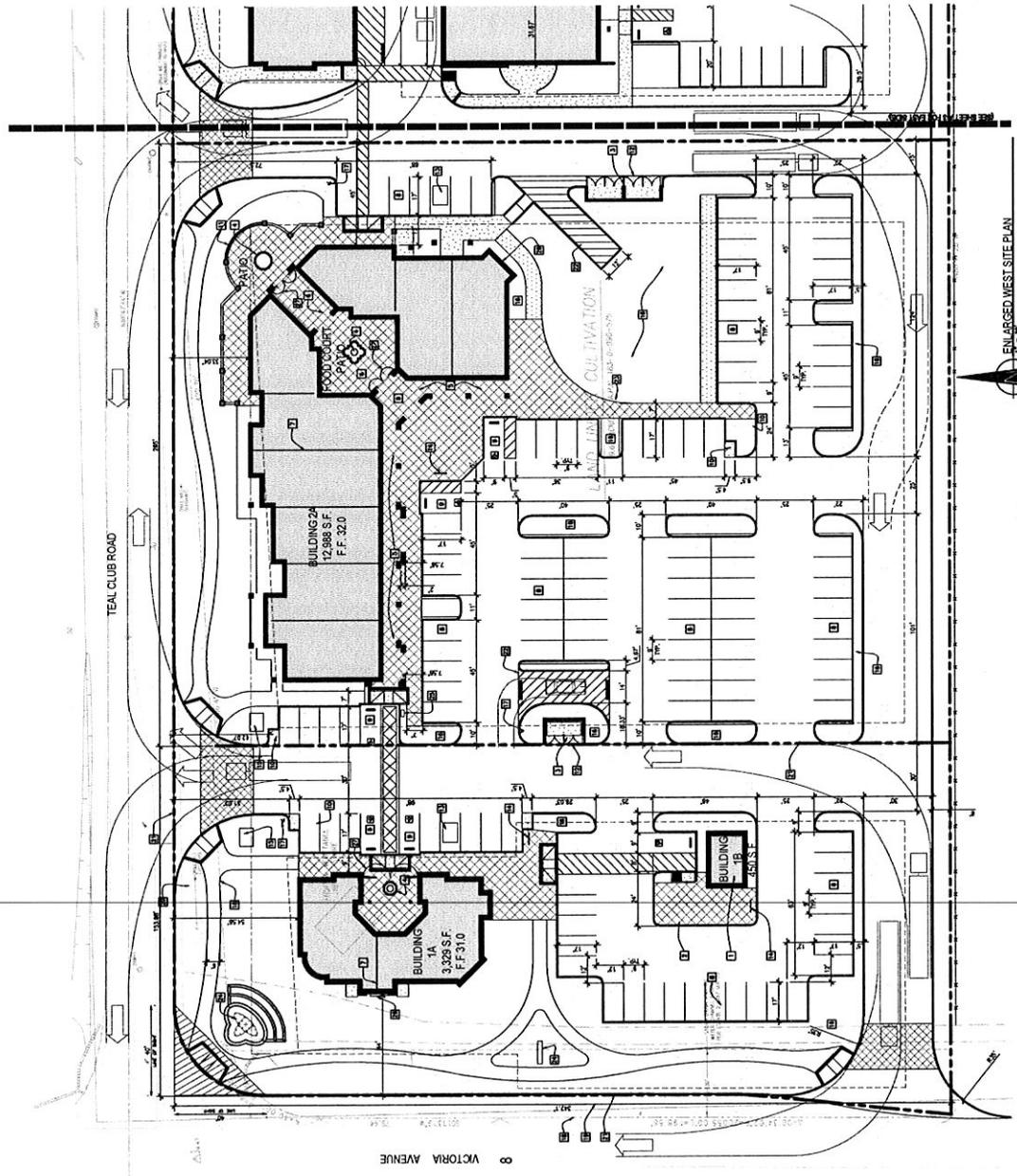
**Attachment F**

**Project Plans**



- KEYNOTES:**
- 1) REMOVE BUILDING FROM STRUCTURE TO REPLACE BY NEW WORK
  - 2) REMOVE EXISTING WALLS TO BE REPLACED BY NEW WALLS
  - 3) REMOVE EXISTING WALLS TO BE REPLACED BY NEW WALLS
  - 4) REMOVE EXISTING WALLS TO BE REPLACED BY NEW WALLS
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  - 63) REMOVE EXISTING WALLS TO BE REPLACED BY NEW WALLS
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- LEGEND:**
- PROPERTY LINE
  - SETBACK LINE
  - EXISTING WALL
  - NEW WALL
  - EXISTING FLOOR
  - NEW FLOOR
  - EXISTING ROOF
  - NEW ROOF
  - EXISTING CURB
  - NEW CURB
  - EXISTING DRIVE
  - NEW DRIVE
  - EXISTING SIDEWALK
  - NEW SIDEWALK
  - EXISTING BIKEWAY
  - NEW BIKEWAY
  - EXISTING LANDSCAPE
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  - EXISTING STUCCO
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  - EXISTING PAINT
  - NEW PAINT
  - EXISTING FINISH
  - NEW FINISH
  - EXISTING SECURITY
  - NEW SECURITY



ENLARGED WEST SITE PLAN - A2

TEAL CLUB INVESTORS, LP  
 VICTORIA AVE. AND TEAL CLUB  
 OXNARD CA

**LAUTERBACH & ASSOCIATES**  
 ARCHITECTS, INC.  
 Date: 10/3/07  
 Proj. No.: 20-035801 Steven D. Gedifion, Architect

TEAL CLUB INVESTORS, LP  
 5023 NORTH PARKWAY CALABASAS, SUITE 200, CALABASAS, CA 91302





TEAL CLUB RD

VICTORIA AVE.

LIMIT OF FUTURE RUNWAY PROTECTION ZONE

50:1

755'

1,700' ± OF RUNWAY

END OF RUNWAY

RUNWAY

33.4 (+) BASE ELEVATION PER SURVEY AT END OF RUNWAY



BUILDING HEIGHT CALCULATION PLAN  
SCALE: NTS

BUILDING HEIGHT CALCULATION PLAN - A4

TEAL CLUB INVESTORS, LP  
VICTORIA AVE. AND TEAL CLUB  
OXNARD CA

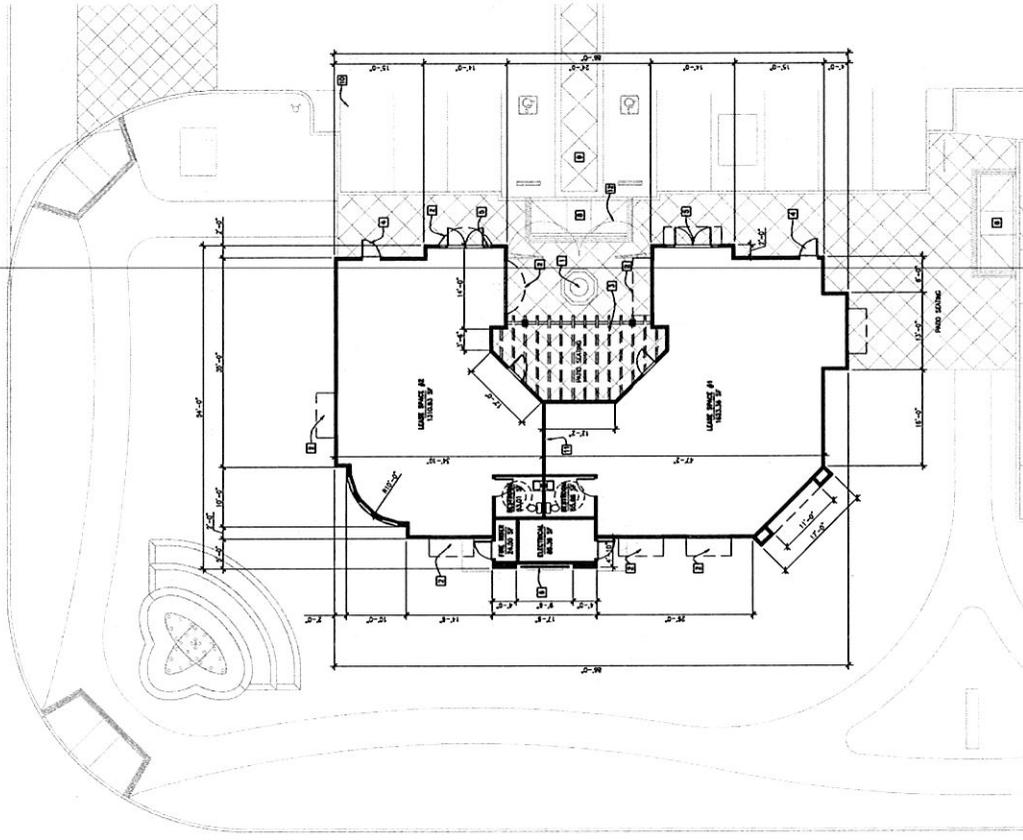
LAUTERBACH & ASSOCIATES  
ARCHITECTS  
INC.  
Date: 10/3/07

ELEVATION (±) = Y + Z	MAX. ALLOWED	PROPOSED
A=14'-0" (±) 7:1 = 2.0' (2)	A=21'-8"	21'-8"
B=22'-6" (±) 7:1 = 2.8' (2)	B=30'-1"	28'-6"
C=28'-6" (±) 7:1 = 3.0' (2)	C=32'-3"	22'-3"
D=54'-8" (±) 7:1 = 7.8' (2)	D=24'-2"	24'-0"
E=62'-9" (±) 7:1 = 8.9' (2)	E=21'-2"	7'-0"
F=25'-8" (±) 7:1 = 3.6' (2)	F=22'-9"	22'-9"
G=63'-0" (±) 7:1 = 9.0' (2)	G=24'-0"	24'-0"
H=120'-5" (±) 7:1 = 17.2' (2)	H=22'-9"	22'-9"
I=164'-7" (±) 7:1 = 23.5' (2)	I=19'-1"	19'-1"
J=44'-8" (±) 7:1 = 6.4' (2)	J=32'-5"	32'-5"
K=164'-7" (±) 7:1 = 23.5' (2)	K=27'-0"	27'-0"
L=120'-5" (±) 7:1 = 17.2' (2)	L=21'-0"	21'-0"
M=78'-8" (±) 7:1 = 11.3' (2)	M=10'-5"	10'-5"
N=7'-0" (±) 7:1 = 1.0' (2)	N=33'-2"	11'-4"
O=186'-10" (±) 7:1 = 26.3' (2)	O=34'-5"	33'-2"
P=29'-8" (±) 7:1 = 4.3' (2)	P=22'-1"	21'-0"
Q=132'-7" (±) 7:1 = 18.9' (2)	Q=10'-11"	10'-5"
R=132'-7" (±) 7:1 = 18.9' (2)	R=27'-7"	27'-7"
S=54'-6" (±) 7:1 = 7.8' (2)	S=22'-3"	21'-7"
T=177'-0" (±) 7:1 = 25.3' (2)	T=11'-1"	10'-5"
U=147'-0" (±) 7:1 = 21.0' (2)	U=16'-7"	13'-3"
V=68'-4" (±) 7:1 = 9.7' (2)	V=11'-8"	10'-8"
W=75'-8" (±) 7:1 = 10.8' (2)	W=12'-3"	11'-4"
X=79'-6" (±) 7:1 = 11.4' (2)	X=27'-8"	27'-0"
Y=107'-9" (±) 7:1 = 15.4' (2)	Y=12'-11"	10'-8"
Z=187'-9" (±) 7:1 = 26.8' (2)	Z=12'-11"	10'-8"

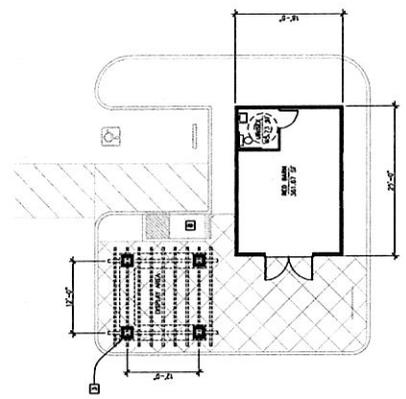
TEAL CLUB INVESTORS, LP  
5025 NORTH PARKWAY COLUMBIA, SUITE 200, CALUMAS CA 91002

LAUTERBACH & ASSOCIATES  
ARCHITECTS  
INC.  
Date: 10/3/07

- KEYNOTES:**
- 1 WATER PAVING
  - 2 CHANGING ROOMS
  - 3 WALKWAY
  - 4 STORAGE DOOR
  - 5 ALUMINUM STAIRWELL SYSTEM
  - 6 WALKWAY WITH TYPED FINISH
  - 7 A.C. CURB INLAY
  - 8 COLORED CONCRETE FLOORING CROSSING
  - 9 ROOF ACCESS LADDER
  - 10 WINDOW WITH SECURITY GLASS 12 INCHES HIGH
  - 11 WINDOW WITH SECURITY GLASS 12 INCHES HIGH
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2 BUILDING 1A - FLOOR PLAN



1 BUILDING 1B - FLOOR PLAN (TEMP. STRUCTURE)

**BUILDINGS 1A & 1B FLOOR PLANS - A5**

**TEAL CLUB INVESTORS, LP**  
 VICTORIA AVE. AND TEAL CLUB  
 OXNARD, CA

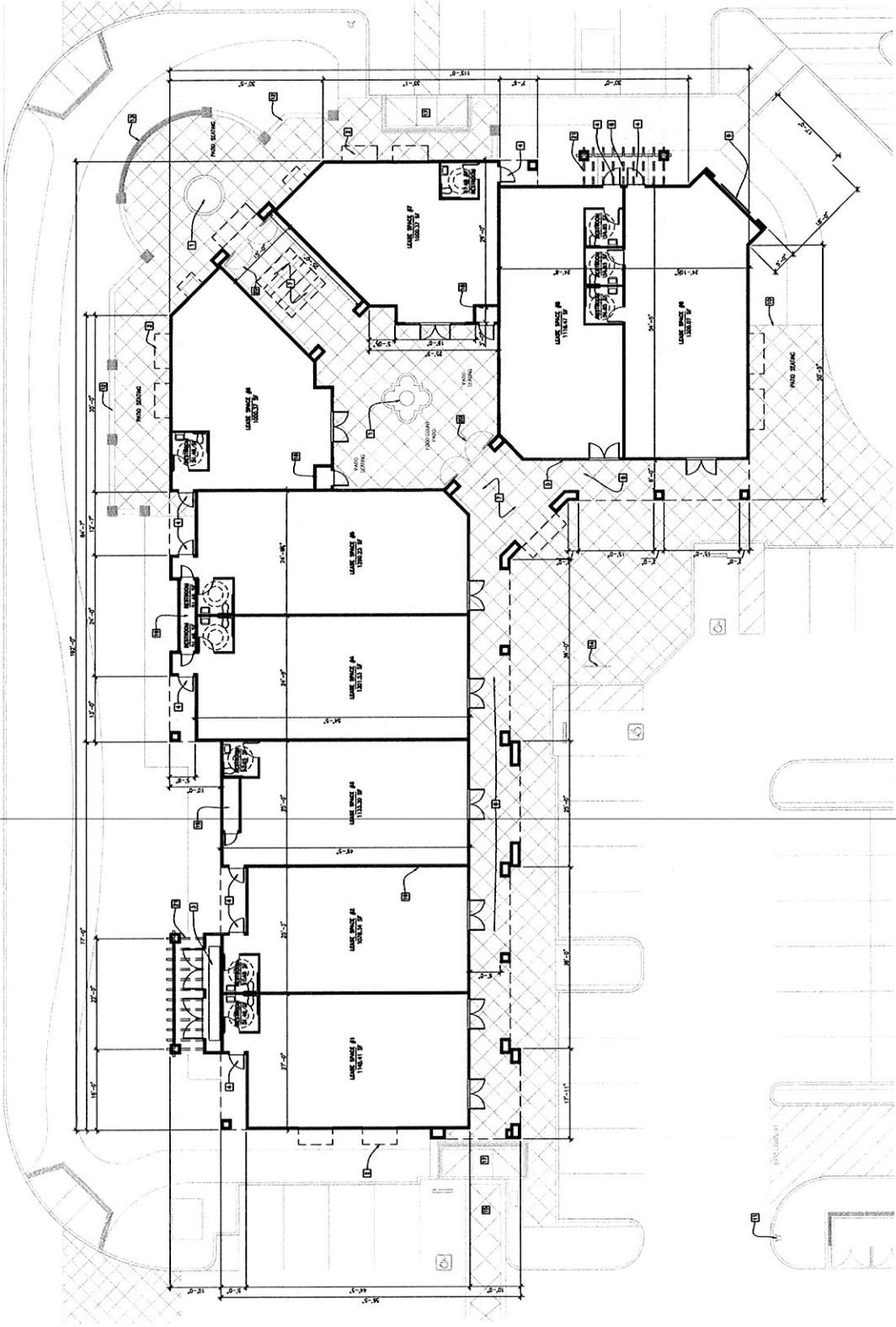
**LAUTERBACH & ASSOCIATES**  
 ARCHITECTS  
 1000 S. OXNARD AVE., SUITE 200  
 OXNARD, CA 93030  
 Phone: (805) 461-1111  
 Fax: (805) 461-1112  
 Email: info@lauterbach.com  
 Project No. 20-056501 Steven D. Geoffrion, Architect  
 Date: 10 / 3 / 07

**TEAL CLUB INVESTORS, LP**  
 5023 NORTH PARKWAY CALIFORNIA, SUITE 200, CALIFORNIA, CA 91302



**KEYNOTES:**

- 1 PAINTING
- 2 FLOORING
- 3 WALL FINISH
- 4 WALL ELECTRICAL SYMBOLS
- 5 WALL ELECTRICAL SYMBOLS
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- 100 WALL ELECTRICAL SYMBOLS



**BUILDING 2A FLOOR PLAN - A7**

**TEAL CLUB INVESTORS, LP**  
 VICTORIA AVE. AND TEAL CLUB  
 OXNARD CA

**TEAL CLUB INVESTORS, LP**  
 5023 NORTH PARKWAY CALABASAS, SUITE 200, CALABASAS CA 91302

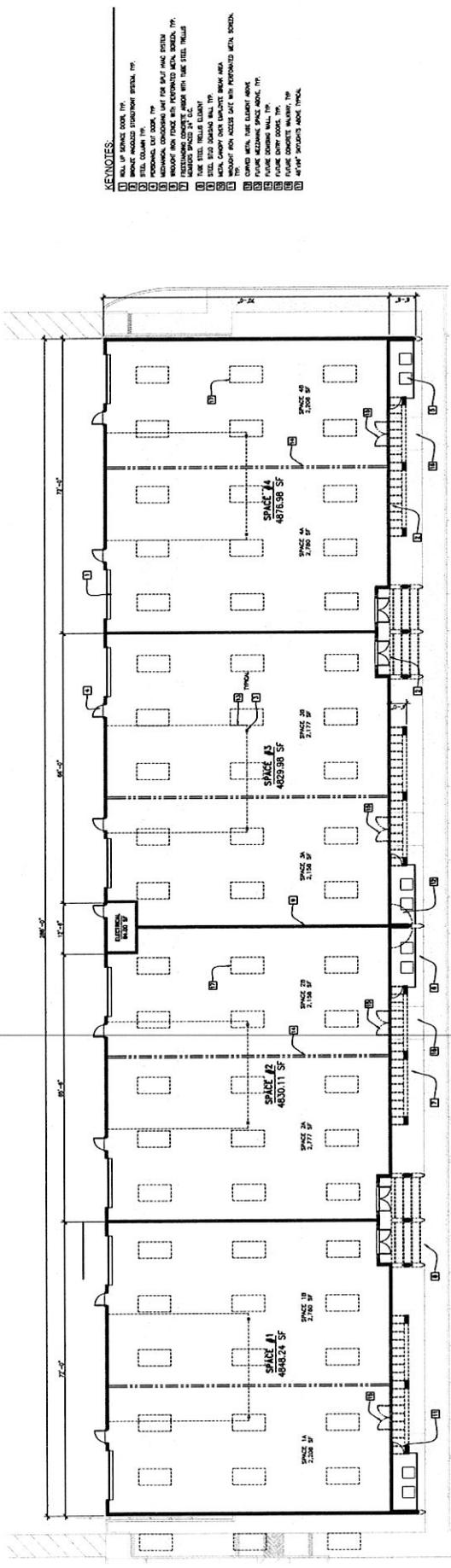
**LAUTERBACH & ASSOCIATES**  
 ARCHITECTS, INC.  
 Proj. No.: 20-035501 Steven D. Geaffron, Architect  
 Date: 10/3/07





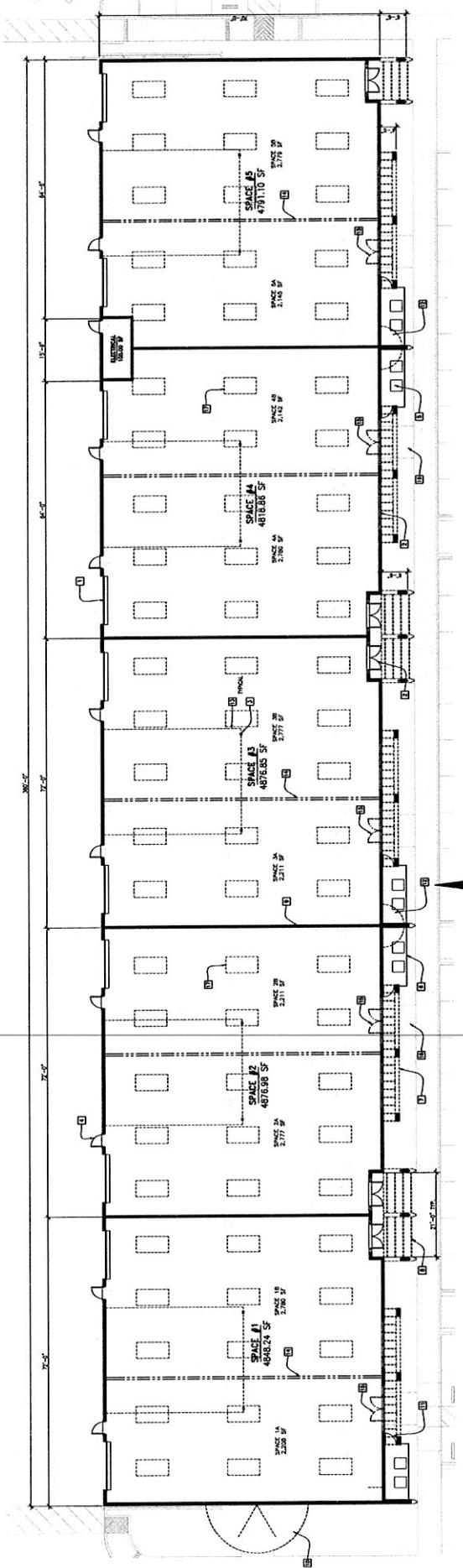






BUILDING 3C - FLOOR PLAN

- REVISIONS:**
- 1. REVISION 1: ADDITION OF MEETING ROOMS
  - 2. REVISION 2: ADDITION OF CONFERENCE ROOMS
  - 3. REVISION 3: ADDITION OF BREAK AREAS
  - 4. REVISION 4: ADDITION OF RESTROOMS
  - 5. REVISION 5: ADDITION OF KITCHEN
  - 6. REVISION 6: ADDITION OF HALLWAYS
  - 7. REVISION 7: ADDITION OF STORAGE
  - 8. REVISION 8: ADDITION OF OFFICE DESKS
  - 9. REVISION 9: ADDITION OF OFFICE CHAIRS
  - 10. REVISION 10: ADDITION OF OFFICE LIGHTING
  - 11. REVISION 11: ADDITION OF OFFICE FURNITURE
  - 12. REVISION 12: ADDITION OF OFFICE EQUIPMENT
  - 13. REVISION 13: ADDITION OF OFFICE ACCESSORIES
  - 14. REVISION 14: ADDITION OF OFFICE DECOR
  - 15. REVISION 15: ADDITION OF OFFICE PLANTS
  - 16. REVISION 16: ADDITION OF OFFICE ARTWORK
  - 17. REVISION 17: ADDITION OF OFFICE STORAGE
  - 18. REVISION 18: ADDITION OF OFFICE LOCKERS
  - 19. REVISION 19: ADDITION OF OFFICE BENCHES
  - 20. REVISION 20: ADDITION OF OFFICE STAIRS



BUILDING 3B - FLOOR PLAN

**BUILDINGS 3B & 3C FLOOR PLANS A12**

**TEAL CLUB INVESTORS, LP**  
 VICTORIA AVE. AND TEAL CLUB  
 OXNARD CA

**LAUTERBACH & ASSOCIATES**  
 ARCHITECTS  
 P.C.  
 5025 NORTH PARKWAY OXNARD, CA 91322  
 Proj. No.: 20-056501 Steven D. Goefflon, Architect  
 Date: 10/3/07

**TEAL CLUB INVESTORS, LP**  
 5025 NORTH PARKWAY OXNARD, CA 91322



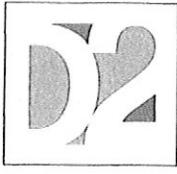






**Attachment G**

**October 10, 2007 Correspondence from Applicant**



**Development  
& Construction**

*"Quality Built on Experience"*

October 10, 2007

Kathleen Mallory  
City of Oxnard  
305 West Third Street  
Oxnard, CA 93030

Dear Kathleen,

On September 20th the City of Oxnard Planning Commission requested revisions to our proposed retail/industrial condo/Mini storage project on the corner of Teal Club road and Victoria Ave. Below is a list of revisions made to the project in-order to accommodate those requests.

1. Removed drive thru and menu boards for Buildings 1A and 2A
2. Modified parking in front of Building 1A
3. Added paved patio area at southeast corner of building 1A
4. Added fountain/planter feature at corner of Teal Club and Victoria
5. Revised parking to the east of Building 2A
6. Added sidewalk along parking, adjacent to landscaped area, south of where the drive thru previously existed.
7. Updated parking stall numbering on parking layout for Lots 1 and 2
8. Updated parking analysis for Lots 1 and 2. Drive thru parking requirements no longer apply, which reduces number of required parking.
9. Modified ground floor single story portions of Building 3A, which face onto Teal Club. See additional comments below for Building 3A.
10. Revised building area tabulations for Building 3A, to show additional square footage of the enlarged single story portion of building along Teal Club.

---

Below is a list of changes made to the architectural plans outlined per sheet.

**Sheet A2- Enlarged West Site Plan**

1. See comments No. 1-6 above noted for Sheet A1

**Sheet A3 – Enlarged East Site Plan**

1. Dimensioned set back for ground floor, single portions of building, Changed from 30 feet to 25 feet. Required set back per proposed M-1 zone is 20 feet. Our project exceeds setback requirements.

**Sheet A3.1**

1. Added fountain/planter details No. 1, 6, 11, 13 & 16
2. Moved renumbered details 5 & 10

**Sheet A4 – Building Height Calculation Plan**

1. Updated background
2. No changes to building heights.

**Sheet A5 – Building 1A & 1B**

1. Removed drive thru window at southeast corner of building.
2. Removed menu board from west elevation, and added metal arbor.
3. Updated site background (refer to comments to site noted above)

**Sheet A6 – Building 1A Exterior Elevations**

1. Detail 2 North Elevation: Removed drive thru window and added window and canopy.
2. Detail 3 West Elevation: Removed menu board and added metal arbor

**Sheet A7 – Building 2A Floor Plan**

1. Removed drive thru window and added metal arbor.
2. Updated site plan background, Refer to site comments noted above.

**Sheet A9 – Building 3A Floor Plans**

1. Moved exterior wall, and increased size of 1<sup>st</sup> floor single story portion of building. This was done to give more articulation to the north elevation.

**Sheet A10 – Building 3A Floor Plans.**

1. Moved exterior wall, and increased size of 1<sup>st</sup> floor single story portion of building. This was done to give more articulation to the north elevation.

**Sheet A11 – Building 3A Exterior Elevations**

2. Modified north, east and west elevations to show extended 1<sup>st</sup> floor, single story portions of building.

**Sheet A12 – Buildings 3B & 3C Floor Plans**

1. Added skylights, shown on floor plans as dashed above.

**Sheet A13 – Building 3B Exterior Elevations**

1. Added skylights to south elevation

**Sheet A14 – Building 3B Exterior Elevations**

1. Added skylights to south elevation

**Landscape plans**

1. Added fountain to corner of Teal Club and Victoria
2. Added landscaping to drive thru areas, which were removed.
3. Modified landscaping along north elevation of Building 3A.

**Other items**

1. Included in the packet is a detailed description of the traffic related issues, created by ATE the traffic engineer associated with this project.

Three architectural renderings are being created: (1) will show the detail of the water feature and architectural design of the corner of Teal and Victoria, (2) will show a section of Teal Club Road as it stands today, and will show a section of road after improvements are made; (3) the rendering will show what a pedestrian will see when looking down Teal Club Road after the project is built.

The added water feature to the corner of Teal and Victoria enhances the aesthetic appeal of the project and provides Oxnard residents a true gateway as they enter Oxnard.

Please do not hesitate to contact me if you need any further clarification on any of the above.

Thank you.

A handwritten signature in black ink that reads "Jayme Dinovitz". The signature is written in a cursive, flowing style.

Jayme Dinovitz  
D2 Development, Inc.

**Attachment H**

**Resolutions**

RESOLUTION NO. 2007-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A ZONE CHANGE (PZ 06-570-06), TO CHANGE THE ZONE DISTRICT FOR PARCEL 3 (PZ 05-500-30) LOCATED ROUGHLY EAST OF THE CORNER OF THE SOUTHEAST CORNER OF VICTORIA AVENUE AND TEAL CLUB ROAD (APN 183-0-090-575) FROM BUSINESS AND RESEARCH PARK TO LIGHT INDUSTRIAL, PLANNED DEVELOPMENT. FILED BY THE TEAL CLUB INVESTORS, L.P., 5023 N. PARKWAY CALABASAS, SUITE 200, CALABASAS, CA 91302

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 05-570-06, filed by the Teal Club Investors, L.P., to amend the zoning of the above-described property roughly east of the southeast corner of the intersection of Victoria Avenue and Teal Club Road from Business and Research Park (BRP) to Light Industrial, Planned Development (M-1-PD); and

WHEREAS, the Planning Commission has held public hearings and received and reviewed written and oral comments related to proposed Planning and Zoning Permit No. 05-570-06; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require the adoption of Planning and Zoning Permit No. 05-570-06; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the Planning Commission has considered the proposed mitigated negative declaration before making its recommendation herein;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council adoption of Planning and Zoning Permit No. 05-570-06, amending the City's official Zoning Map to change the zoning designation of ten parcels as shown in Exhibit "A", attached hereto and incorporated herein by reference.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 11<sup>th</sup> day of November 2007, by the following vote:

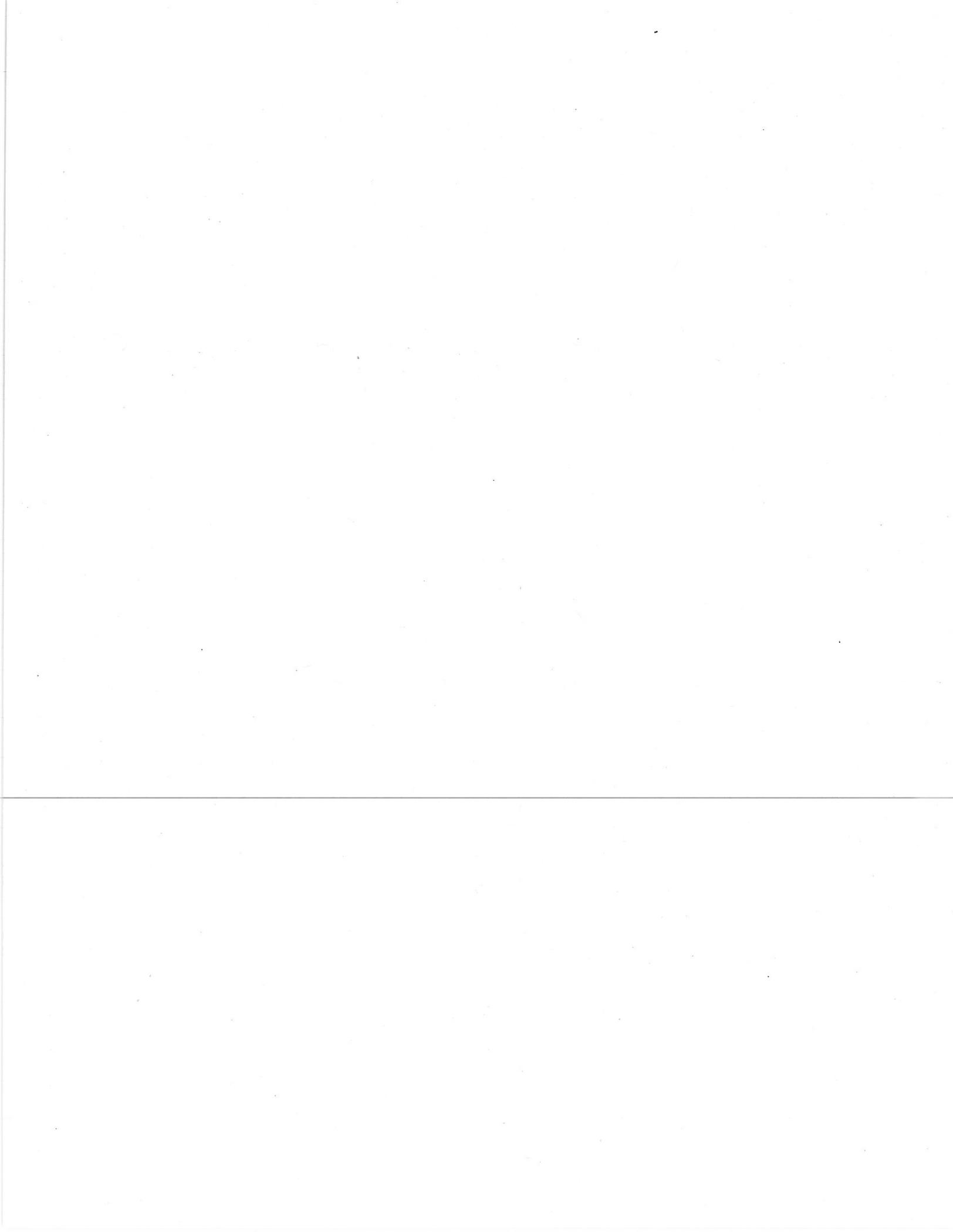
AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

\_\_\_\_\_  
Sonny Okada, Chairman

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



RESOLUTION NO. 2007-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING SPECIAL USE PERMIT NO. PZ 05-500-27 TO ALLOW THE CONSTRUCTION OF A SELF STORAGE FACILITY WITH CARETAKER'S RESIDENCE AND NEW INDUSTRIAL BUILDING ON THE PARCEL KNOWN AS PARCEL 3 OF PZ 05-300-30 LOCATED ON THE SOUTHEAST CORNER OF VICTORIA AVENUE AND TEAL CLUB ROAD (APN 183-0-090-575), SUBJECT TO CERTAIN CONDITIONS OF APPROVAL. FILED BY THE TEAL CLUB INVESTORS, L.P., 5023 N. PARKWAY CALABASAS, SUITE 200, CALABASAS, CA 91302

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 05-500-27, a special use permit for a self storage facility with caretaker's unit and the new industrial building both on Parcel 3, filed by Teal Club Investors, L.P.; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the Planning Commission has considered the proposed mitigated negative declaration before making its recommendation herein; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing that the following circumstances exist:

1. That the proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.
2. That the proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.
3. That the site for the proposed project is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards.
4. That the site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.
5. That the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.
6. A substantial improvement of the use of the land will be thereby effected, and there will not be any detrimental effect upon the surrounding area.
7. Building will substantially conform to the site plan and elevations submitted in support of the special use permit.

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby approves this permit subject to the following conditions. The decision of the Planning Commission is final unless appealed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

Revised October 16, 2006

### STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

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

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

### GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning and Environmental Services Division ("Planning Division"), and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated August 31, 2007, ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning Services Manager ("Planning Manager") or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of

- structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, G-2)
3. This permit shall automatically become null and void 24 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements, or the beginning of the proposed use. (PL, G-3)
  4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, G-4)
  5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
  6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. Developer's commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof. (CA, G-6)
  7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
  8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
  9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
  10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)

11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property. (PL, G-15).

#### **LANDSCAPE STANDARD CONDITIONS**

16. Before the City issues building permits or the proposed use is initiated, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
17. Before the City issues a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, PK-3)
18. Developer shall maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so will result in the revocation of this permit and initiation of legal proceedings against Developer. (PK, PK-4)
19. Before the City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to the Parks and Facilities Superintendent. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
20. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)

## **FIRE DEPARTMENT STANDARD CONDITIONS**

21. Developer shall construct all vehicle access driveways on the project property to be at least 25 feet wide. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, *F-1*)
22. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, *F-2*)
23. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, *F-3*)
24. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. A mechanical, civil, or fire protection engineer must certify the tests. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)
25. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, *F-5*)
26. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)
27. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 46,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, *F-7*)
28. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
29. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, *F-9*)
30. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)

31. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, F-11)
32. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, F-12)
33. Developer shall install in each structure in the project a detection/alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, F-13)
34. Developer shall install in each structure in the project where automatic fire sprinklers are installed a system that automatically opens the skylights in areas affected by fire before the fire sprinklers are activated. (FD, F-14)
35. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F-15)

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

36. Fire sprinkler coverage is required for:
  - a. Patios, overhangs or any other projections that are 48" or more from the structure.
  - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
  - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
37. Building 1B will have a fire sprinkler protection system.
38. Building 3A will have a fire standpipe system with connections at each floor located in the stairwell. Fire sprinklers on each floor will have a flow switch which reports activation and location to the central station monitoring company.

#### **PLANNING DIVISION STANDARD CONDITIONS**

39. The final building plans submitted by Developer with the building permit application shall depict on the building elevation sheets all building materials and colors to be used in construction. (PL/B, PL-1)
40. Any application for a minor modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)

41. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, PL-3)
42. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, PL-4)
43. Developer acknowledges that because of population limitations placed on the City by the Air Quality Management Program, approval of this permit does not guarantee that the City will issue building permits. The City's issuance of building permits may be delayed as a result of implementation of an air quality plan. (PL, PL-5)
44. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, PL-7)
45. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)
46. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
47. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, PL-8)
48. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, PL-9)

49. Developer shall provide graphic site directories at principal access walkway points. (PL/B, PL-10)
50. Developer agrees to participate in a water conservation program that includes refitting water fixtures existing on the project property with water conserving devices within residences or businesses in the City's water service area, if such a program is in effect when building permits are issued for this project. Among the requirements of such a program might be refitting existing toilets, faucets, shower heads, landscaping irrigation or other fixtures and items that consume water within the structure. (PL, PL-14)
51. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, PL-15)
52. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16).
53. Developer shall provide elevators in structures of three stories or more. (PL/B, PL-17)
54. Before the City issues building permits, Developer shall provide to the Planning Division Manager a disk in DWG format of a 100-foot scale site plan of the project as approved. (PL, PL-50)
55. Developer shall recess or screen roof heating and cooling systems and other exterior mechanical equipment from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, PL-41)
56. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, PL-42)
57. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, PL-43)
58. Developer shall install toilets that have automatic flush sensors in all public restrooms. Such toilets shall be included on the plans submitted for a building permit and shall be maintained and in working order at all times. (PL, PL-44)

59. Developer shall install individual mirrors above each sink in a public restroom to the satisfaction of the Planning Division Manager. The details of such mirrors shall be approved prior to issuance of a building permit. Developer shall remove graffiti from the mirrors or replace the mirrors within 24 hours of graffiti appearance. (PL, *PL-45*)
60. Before the City issues building permits, Developer shall submit and obtain approval from the Planning Division of a master sign program for the project, which shall indicate on the site plan the elevations, the size, placement, materials, and color of all proposed free-standing and building signs. The square footage of all signs for the project shall not exceed the signage permitted within for each lot within the BRP and M-1-PD zoning districts as calculated in accordance with the City Code. (PL/ B, *PL-46*)
61. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)
62. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, *PL-49*)

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

63. Applicant shall record a reciprocal access and parking agreement on all three parcels to be created (PL).
64. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)
65. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
66. This permit is granted subject to the City's approval of a tentative parcel map and recordation of the final map. The City shall issue building permits only after such recordation, unless otherwise approved by both the Planning Division Manager and the Development Services Manager. Before occupying any structures or initiating any use approved by this permit, Developer shall comply with all conditions of the tentative and final map. (PL/DS)
67. This permit is granted subject to the approval of a zone change on Parcel 3. (PL)

68. Before or during escrow for the sale of Parcels 1, 2 or 3, Developer shall give to the buyers a document disclosing, in large type, that:
- a. The property was formerly used for agricultural purposes, and is near or adjacent to, land that is currently used for agricultural operations;
  - b. The buyers may be subject to inconvenience or discomfort arising from agricultural operations on such nearby or adjacent land, including, but not limited to, frost protection measures, noise, odors, fumes, dust, smoke, insects, operation of machinery (including aircraft) at any hour of the day or night, storage of equipment and materials necessary to the agricultural operations, slow moving farm equipment, and spraying or other application of chemical fertilizers, soil amendments (such as manure, compost materials and mulches) and pesticides (such as herbicides, insecticides and fumigants); and
  - c. If the buyers complete the purchase of the property, the buyers should be prepared to accept such inconvenience and discomfort as a normal and necessary aspect of living near or adjacent to agricultural operations.

To show that the buyers have read the document, Developer shall require the buyers to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon request. (PL)

69. Developer shall record a notice to appear in all deeds of property within the project that the project is within or proximate to the Oxnard Airport Sphere of Influence and inhabitants may be affected by the airport and aircraft operations. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office on all three of the parcels. (PL)
70. Developer shall grant to the County of Ventura an avigation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Avigation Easement. (PL)
71. The FAA's review shall result in a finding of "no objection." (PL)
72. Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. (PL)
73. The Developer shall adhere to any recommendations from the FAA for marking or lighting. (PL)

74. Developer shall participate in the City's Art in Public Places Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 13,103.
75. The gateway wall and future signage feature on the corner of Victoria Avenue and Teal Club Road shall either be reduced to a maximum of 42 inches in height or located 35 feet or more from the center of the curb return at the intersection of Victoria Avenue and Teal Club Road in accordance with Section 16-608 of the Municipal Code.
76. An agreement shall be recorded on Parcels 1 and 2 allowing joint/reciprocal use of the common loading and unloading areas between these two parcels.

### ***Agricultural Resources***

77. All self storage tenants east of the self storage office area and any future owner of the self storage facility should be provided within notification of the agricultural operations to the east of the project site. Additionally, should the industrial condominiums be sold in the future, before or during escrow for the sale of all property located within Parcel 3, the Developer shall give to the buyers a document disclosing, in large type, that:
  - a. The property was formerly used for agricultural purposes, and is near or adjacent to, land that is currently used for agricultural operations; and
  - b. The buyers may be subject to inconvenience or discomfort arising from agricultural operations on such nearby or adjacent land, including, but not limited to, frost protection measures, noise, odors, fumes, dust, smoke, insects, operation of machinery (including aircraft) at any hour of the day or night, storage of equipment and materials necessary to the agricultural operations, slow moving farm equipment and spraying or other application of chemical fertilizers, soil amendments (such as manure, compost materials and mulches) and pesticides (such as herbicides, insecticides and fumigants); and
  - c. If the buyers complete the purchase of the property, the buyers should be prepared to accept such inconvenience and discomfort as a normal and necessary aspect of living being near adjacent agricultural operations (A-1).

### ***Air Quality***

78. 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-1).

79. 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-2).
80. During construction and on non-construction days (including Sundays) during periods of high wind (see C-6), 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-3).
81. 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-4).
82. 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-5).
83. 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-6).
84. 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-7).
85. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements (C-8).
86. Open material stockpiles shall be covered, seeded, periodically watered, or treated with environmentally safe dust suppressants (C-9).
87. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance

with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance (C-10)

88. 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. (PL)

### ***Cultural Resources***

89. 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 CalState Fullerton; and (2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to initiation of the Phase I activities (C-1).

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.

90. 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 weekly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division 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 permit signature (C-2).

### ***Geology and Soils***

91. Developer shall submit a site-specific soils investigation, which shall be prepared by a licensed geotechnical engineer. At a minimum, such study shall include liquefaction and compressible soil characteristics on the subject site, and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits (H-1).

### ***Hazards and Hazardous Materials***

92. The recommendations for grading enumerated within the February 20, 2007 letter from West Coast Environmental and Engineering shall be incorporated into the grading plans for the project. The project planner shall review the grading plans to ensure that grading and preparation of the site occurs consistent with the recommendations contained within the February 20, 2007 correspondence (G-1).
93. The Developer shall record a notice to appear in all deeds of property within the project that the project is within or proximate to the Oxnard Airport Sphere of Influence and inhabitants may be affected by the airport and aircraft operations. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office. (G-2- PL)
94. The Developer shall grant to the County of Ventura an avigation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Avigation Easement. (G-3-PL)
95. The Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. (G-4-PL)
96. The Developer shall adhere to any recommendations from the FAA for marking or lighting. (G-5-PL)

### ***Hydrology and Water Quality***

97. Prior to issuance of a site construction permit, the applicant shall submit a drainage report to the Ventura County Watershed Protection District ("District") addressing the increase in runoff due to the increase in impervious area produced by construction of the project. District standards for mitigation of the increase in peak runoff rate shall be met by providing onsite retention or other methods approved by the District. The drainage report shall be prepared and signed by a California Registered Civil Engineer (H-1).
98. Prior to issuance of a grading permit, the applicant shall obtain all necessary permits in order to install an underground drainage pipe equivalent to the flow capacity of the existing drainage ditch on Teal Club Road in front of the project site. The design of said improvement shall be subject to review and approval by the City Engineer of the Public Works Department (H-2).

**Noise**

99. Construction times shall be limited to 7 a.m. to 7 p.m. M-Saturday in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive (K-1).
100. All deliveries of construction material and equipment will occur on-site within the construction barricades and only during the hours of 7 am and 7 pm on Monday through Saturday. The queuing of construction vehicles outside the site before 7 am or after 7 pm will be strictly prohibited unless specifically approved by the City of Oxnard. Vehicles delivering materials and equipment to the site shall be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. The vehicles shall all utilize mufflers and other devices to minimize noise levels. All materials and equipment will be stored on-site and within the confines of the construction barricades (K-2).
101. Truck traffic related to the construction will be limited to the routes specified by the City of Oxnard and agreed upon during the contractor's detailed noise mitigation plan. Truck traffic through residential neighborhoods shall be as limited as possible (K-3).
102. All construction related workers will be required to park on-site (i.e. behind the construction barricades or in designated off-site parking area outside of the entire residential area surrounding the site. Workers will also be required to remain in designated on-site areas during all breaks and workers will not be permitted to gather off-site during the course of proposed demolition and construction (K-4).
103. During construction activities, except as otherwise required by law, all vehicle horns shall remain silent except in the case of emergency (K-5).
104. Catering trucks providing service to construction workers at the site will be required to park within the site at all times. Catering trucks shall not be permitted to park on the street nor to sound their horns near or within the site (K-6).
105. Construction workers shall not be permitted to loiter any gate, on the jobsite or any street, whether before, during or after work hours, on weekdays or on weekends (K-7).
106. Developers shall setup staging areas on-site to minimize off-site transportation of heavy construction equipment (K-8).
107. Construction equipment shall be fitted with modern sound-reduction equipment. (K-9-PL)
108. 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-10).

***Transportation/Traffic***

109. Developer shall install a traffic signal at the corner of Teal Club Road and Victoria Avenue. Traffic signal shall have lithium emitting diode light bulbs, battery back up, emergency vehicle pre-emption and pedestrian countdown timers per City of Oxnard specifications (O-1)
110. Developer shall install a 2-inch conduit interconnect from the Fifth Street and Victoria Avenue intersection to the Teal Club and Victoria Avenue intersection (O-2)
111. The Developer shall install master planned Traffic Signal poles in their ultimate location for traffic signal work to be reimbursable. Per City Council Ordinance, temporary facilities are not reimbursable (O-3)
112. The Developer shall improve Teal Club Road along the project frontage to a width of approximately 40 feet consisting of: one 12 foot through lane in each direction, a 10 foot left turn lane and a 5.5 foot shoulder on the northern half of the road and a .5 shoulder on the southern portion of Teal Club Road. All designs and construction work shall be subject to review and approval by the City Engineer of the Public Works Department (O-4)

**ENVIRONMENTAL RESOURCES DIVISION**

113. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused or recycled, Developer shall submit a "Solid Waste Management & Recycling Plan" to the City for review and approval. The plan shall provide for at least 50% of the waste generated on the project be diverted from the landfill. Plans shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The plan shall be submitted to Planning Division and Environmental Resources Division and approved by the Environmental Resources Division prior to issuance of a building permit. The plan shall include the following information: material type to be recycled, reused, salvaged or disposed; estimated quantities to be processed; management method used; destination of material including the hauler name and facility location. Developer shall use the Solid Waste Management and Recycling Plan form.
114. Developer shall follow the plan and provide for the collection, recycling, and/or reuse of materials (i.e., concrete, wood, metal, cardboard, green waste, etc.) and document results during construction and/or demolition of the proposed project. After completion of demolition and/or construction, Developer shall complete the Solid Waste Management & Recycling report and provide legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, Developer shall provide documentation, on the disposal facility's letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused, and the project generating the discarded materials. Developer

shall submit and obtain approval of the Solid Waste Management and Recycling C&D Report form prior to issuance of a certificate of occupancy.

115. Developer shall arrange for materials collection during construction, demolition, and occupancy with either the City Solid Waste Reduction & Disposal Division or other City permitted hauling companies, or Developer shall arrange for self-hauling to an authorized facility.
116. If the project will generate waste on an ongoing basis during occupancy, Developer shall make provisions to divert at least 50% of the material 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. Developer shall use the attached Occupancy Recycling Plan form or a similar format. 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.

**DEVELOPMENT SERVICES DEPARTMENT  
SPECIAL CONDITION**

117. Developer shall process subdivision map number PZ 05-300-30 concurrently with site improvement plans for this Special Use Permit (SUP) permit.

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 11th day of November 2007 by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

\_\_\_\_\_  
Sonny Okada, Chairman

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

RESOLUTION NO. 2007 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL OF A PARCEL MAP (PLANNING AND ZONING PERMIT NO. 05-300-30), FOR PROPERTY LOCATED ON THE SOUTHEAST CORNER OF VICTORIA AVENUE AND TEAL CLUB ROAD (APN 183-0-090-575), SUBJECT TO CERTAIN CONDITIONS OF APPROVAL. FILED BY THE TEAL CLUB INVESTORS, L.P., 5023 N. PARKWAY CALABASAS, SUITE 200, CALABASAS, CA 91302

WHEREAS, the Planning Commission of the City of Oxnard has considered the parcel map (Planning and Zoning Permit No. 05-300-05), filed by Teal Club Investors, L.P., in accordance with Chapter 15 of the Oxnard City Code; and

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

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

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the Planning Commission has considered the proposed mitigated negative declaration before making its recommendation herein; and

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

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

Revised October 16, 2006

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

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

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

**GENERAL PROJECT CONDITIONS**

1. All conditions of SUP 05-500-27 are incorporated by reference.

**PLANNING DIVISION SPECIAL CONDITIONS**

2. An approved parcel map shall expire thirty-six (36) months after its approval, unless an extension is applied for and approved by the City Council pursuant to Section 15-46 of the City Code. (PL)
3. This permit is granted subject to the City's approval of a special use permit. (PL)
4. This permit is granted subject to the approval of a zone change for the project property. (PL)

**DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS**

5. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at the time the City issues building permits. (DS-1)
6. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall show the proposed structural section on the site improvement plans. (DS-2)
7. Developer shall have the site improvement plans prepared on standard Development Services Division mylars by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and the original ink-on-mylar plans filed with the Development Services Division. (DS-3)
8. Developer shall submit improvement plans and drainage calculations that demonstrate that storm drainage from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
9. Developer shall protect building pads from inundation during a 100-year storm. (DS-5)
10. Developer shall remove and replace all improvements that are damaged during construction. (DS-6)
11. Each structure shall be served by separate sewer and water services. There shall be no interconnections between structures. (DS-8)
12. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
13. Where a separate loop or terminal line is required for water mains, fire hydrants or fire sprinkler systems, Developer's site improvement plans shall include an on-site water plan. (DS-11)
14. Developer shall install on-site and off-site utility services underground in accordance with City ordinances in effect at the time City issues the building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
15. Developer shall place existing overhead utility lines on and adjacent to the project underground in accordance with City ordinances in effect at the time City issues a site

improvement permit. Before issuance of a site improvement permit, Developer shall post security satisfactory to the Finance Director guaranteeing utility relocation. (DS-13)

16. A civil engineer licensed in the State of California shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Such plans and documents shall include, but not be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans; a master utility plan showing the layout and location of all on-site and off-site utility improvements that serve the project; construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not accept an application for the final map or parcel map for the project or issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)
17. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no such map, then at the time of public improvement plan approval. (DS-17)
18. Developer agrees, as a condition of approval of this resolution, to indemnify, defend and hold harmless, at Developer's expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer in the defense thereof. Developer shall reimburse City for any court costs and attorney's fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve Developer of the obligations of this condition. Developer's acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)
19. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, breezeways, parkways, landscaping, utilities, drainage facilities, and other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)
20. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the

discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)

21. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
22. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
23. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
24. Prior to approval of the final map or parcel map, Developer shall provide the City Engineer with written evidence from the Ventura County Clerk's Office that Developer has executed and filed with the Clerk all certificates, statements and securities required by Government Code Sections 66492 and 66493. (DS-26)
25. "Standard Specifications for Public Works Construction," latest edition, and any modifications thereto by City, and City of Oxnard Standard Land Development Specifications and all applicable City Standard Plans, shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
26. Developer shall retain a Civil Engineer licensed in the State of California to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of the certified "as-built" plans is a condition of City's final acceptance of the project. (DS-29)
27. All grading shall conform to City's grading ordinance and any recommendations of Developer's soils engineer that have been approved by the City Engineer. Developer shall conform to all applicable notes specified on the site improvement/grading plan cover sheet and grading permit. (DS-30)
28. In order to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way, Developer shall construct required drainage facilities concurrently with the rough grading operations, or with prior approval of the City Engineer, provide interim drainage improvements on a temporary basis. (DS-31)
29. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering

- design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)
30. Each lot shall drain into a street, alley, or approved drain so that there will be no undrained depressions. (DS-35)
  31. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consents from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project, as evidence that such landowners accept any additional water flowing over their property. (DS-36)
  32. Developer shall comply with Ventura County Flood Control District ("District") standards for all facilities affected by the project that are owned by or dedicated to the District, and shall obtain the approval of the District on all improvement plans for such facilities. Before issuance of grading or site improvement permits, Developer shall obtain any necessary encroachment permits from the District. (DS-37)
  33. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
  34. By title sheet dedication at the time of filing the subdivision map, Developer shall dedicate all water rights for the project property to City. (DS-39)
  35. Developer shall install water mains, fire hydrants and water services in conformance with City Standard Plans and specifications as directed by the City Engineer. (DS-41)
  36. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time City issues building permits. There shall be no interconnections between structures. (DS-42)
  37. Prior to recordation of the final map or parcel map, Developer shall annex the project property to the Calleguas Municipal Water District. (DS-43)
  38. Prior to issuance of building permits, Developer shall present to the City Engineer a "Proof of Payment - Authorization for Building Permits" form issued by the Calleguas Municipal Water District. (DS-44)
  39. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
  40. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate

- of occupancy, the City Engineer may require a second test. Before performing the tests, Developer shall obtain permits from the City Engineer. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
41. Developer shall construct all street and road improvements in conformance with the City Code, the City's 2020 General Plan, and any applicable specific plan. (DS-48)
  42. Developer shall dedicate and improve to City standards all sidewalks, parkways, streets, alleys, and street appurtenances. City will name all streets in accordance with adopted City guidelines. (DS-49)
  43. Street and road improvements shall conform to City standards and policies. Improvements shall include upgrading of existing pavement along the project frontage to City standards by removing and replacing or overlaying, as directed by the City Engineer. (DS-51)
  44. Developer shall improve all streets, alleys, sidewalks, curbs, and gutters adjacent to the project in accordance with City standards, as necessary to provide safe vertical and horizontal transitions. (DS-52)
  45. Developer shall provide soils reports, "R" value tests, and compaction tests for all streets. Determination of the actual structural sections shall be based on City's design procedure, applying the appropriate traffic index specified in City standards. (DS-53)
  46. Prior to release of the final map or parcel map for recordation, Developer shall provide the City Engineer with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, tract number, phase boundary and lot numbers. The City will assign all addresses. (DS-56)
  47. Prior to release of the final map or parcel map for recordation, Developer shall post a bond or other security satisfactory to the City Attorney, guaranteeing that all monuments will be set as required by the Government Code and the City Code. (DS-57)
  48. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
  49. As part of the master utility plans, Developer shall submit a street lighting plan. On City's approval of the plan, Developer shall install streetlights in accordance with the plan. (DS-60)
  50. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street

- lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
51. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
  52. Prior to issuance of building permits, Developer shall record a parcel map. (DS-65)
  53. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
  54. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
  55. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)
  56. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)

#### **STORMWATER QUALITY CONDITIONS**

57. Developer shall comply with all National Pollutant Discharge Elimination System (NPDES) permit Best Management Practice (BMP) requirements in effect at the time of grading or building permit issuance. Requirements shall include, but not be limited to, compliance with the Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). (DS-78)
58. Developer shall construct double-bin trash enclosures (one bin for recycle use) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Development Services Division. Developer shall finish the trash enclosure to match the major design elements of the main structure. The finish and roof appearance shall be indicated on the building plans and are subject to approval by the Planning Division. The location and configuration of trash enclosures shall be reviewed and approved by the Solid Waste Collection Division. All refuse bins on the site shall be stored in an approved trash enclosure. No objects other than refuse bins may be stored in the trash enclosure without the written permission of the Solid Waste Collection Division. (DS-79)
59. Developer shall design parking lot and other drive areas to minimize degradation of stormwater quality. Using Best Management Practices (BMPs), such as oil and water separators, sand filters, landscaped areas for infiltration, basins or approved equals,

Developer shall intercept and effectively prevent pollutants from discharging to the storm drain system. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of a site improvement permit. (DS-81)

60. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance program ("the Program") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Program and Developer provides an executed copy for recordation. (DS-82)
61. Developer shall clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning. (DS-83)
62. Developer shall maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system. (DS-84)
63. Prior to issuance of a certificate of occupancy, on-site storm drain inlets shall be labeled "Don't Dump - Drains to Ocean" in accordance with City standards. Before City issues a site improvement permit, the requirement to label storm drain inlets shall be shown on the civil engineering plans. (DS-85)
64. Prior to issuance of a grading permit or commencement of any clearing, grading or excavation, Developer shall provide the City Engineer with a copy of a letter from the California State Water Resources Control Board, Storm Water Permit Unit assigning a permit identification number to the Notice of Intent (NOI) submitted by Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all additional requirements of the General Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to stormwater and shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit pollutants from the construction site entering the storm drain system. Developer shall keep the SWPPP updated to reflect current site conditions at all times and shall keep a copy of the SWPPP and the NOI on the site and make them available for City or designated representative to review upon request. (DS-86)

## **DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS**

65. Prior to issuance of a site improvement permit, Developer shall obtain the written approval of Oxnard Drainage District for all alterations to District facilities. (DS-100)
66. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of the final subdivision map, address map, and civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-101)
67. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Development Services Division prior to issuance of a building permit. (DS-105)
68. Developer shall destroy all on-site water wells in conformance with Development Services Division requirements. (DS-107)

### ***Storm Water Quality Conditions***

69. Developer shall construct trash enclosures serving restaurants or other tenants that perform food preparation activities with traffic rated drain inlet centered in the enclosure to catch all wash water from the trash enclosure. This drain shall connect to the sanitary sewer system via a grease interceptor. (DS)
70. Developer shall provide and maintain an area within the building for the washing/steam cleaning of equipment, floor mats and accessories. This area shall be self-contained and connected to the project grease interceptor. (DS)
71. Developer shall design all grass swale filters in accordance with the Technical Guidance Manual for Stormwater Quality Control Measures. Design calculations shall be included in the project drainage report. Minimum swale bottom widths shall be specified on the improvement plans. (DS)
72. Developer's engineer shall provide City with written confirmation that they have reviewed the landscape construction drawings within the NPDES swale filter areas and that the proposed landscaping conforms to SQUIMP standards for swale filters. (DS)
73. Developer shall provide proof of recordation of a document that holds all property owners subject to this permit equally responsible for implementation and perpetual maintenance of all proposed long-term post-construction BMPs within this project. (DS)

74. Developer shall install an end of pipe stormwater quality device (in lieu of catch basin inserts) for all portions of the site not treated by methods outlined in the Technical Manual. (DS)
75. Developer shall maximize the use of interlocking pavers (or similar pervious material) to promote stormwater infiltration within this project. (DS)

***Stormdrain Conditions***

76. Developer shall coordinate proposed storm drain improvements along Victoria with plans under preparation by the Airport to improve drainage southerly of this project. (DS)
77. Developer shall construct the Victoria Avenue drainage improvements as deep as practical by re-grading the downstream drainage ditch if the Airport improvements have not been constructed prior to construction of this project. (DS)
78. Developer's engineer shall provide drainage calculations demonstrating that the proposed drainage improvements are sufficient in capacity and design to convey the master planned drainage flows. Calculations are subject to the review and approval of the Development Services Manager. (DS)
79. Developer shall dedicate, or obtain dedication of, a drainage easement for master planned storm drain improvements being constructed along the easterly side of Victoria Avenue. (DS)
80. Developer shall design and construct facilities to de-silt runoff from farmland prior to conveying this runoff to City storm drain infrastructure. (DS)
81. Developer's storm drain improvements shall include the provision of catch basins along the south side of Teal Club Road at a minimum spacing of 1000 feet or as required to meet the requirements of standard plates 55 and 56. Developer shall not convey any public stormwater onto private property. (DS)

***Wastewater Conditions***

82. Onsite wastewater system shall be privately owned and maintained. (DS)
83. Developer shall provide proof of recordation of CC&Rs (or similar documents) that provide for mutual ownership and maintenance of onsite wastewater system crossing proposed property lines. (DS)

***Water Conditions***

84. Developer shall provide proof that the project area has been annexed into the Calleguas Water District prior to issuance of a site improvement permit. (DS)

85. Developer shall design and construct the proposed water system within Teal Club Road and Victoria Avenue to be compatible with full build out of the City in accordance with the City's general plan and the draft Teal Club Road Specific Plan. (DS)
86. Developer shall provide onsite fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil engineer's improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over the waterline using standard City format. (DS)
87. Developer's engineer shall redesign the proposed onsite water system to provide a well-looped water system including, but not limited to, an additional connection to the Teal Club water main at the easterly driveway. (DS)
88. Developer shall provide water calculations demonstrating that onsite City fire flow requirements can be met by the proposed water system. (DS)
89. Water meters serving buildings fronting on Teal Club Road or Victoria Avenue shall be served by water laterals connected perpendicular to the Teal Club or Victoria water main and with water meters located in the Teal Club parkway. Water meters shall not be located behind gates unless the Public Works Director determines that no reasonable alternative exists. (DS)

### ***Street Conditions***

90. Developer shall obtain dedication to the City (or County) of right-of-way for all street improvements shown on the tentative parcel map or required by these conditions of approval. Dedication shall extend from back-of-curb to back-of-curb. At locations where no curb is proposed, dedication shall extend to the ultimate back of curb unless otherwise approved by the Development Services Manager. (DS)
91. Developer shall dedicate to the City (or County) a sidewalk easement along the Teal Club Road and Victoria Avenue frontages sufficient in width to encompass the proposed sidewalks along these streets. (DS)
92. Developer shall reconstruct Teal Club Road as required to provide an appropriate structural section (T.I = 10.0) and meet the minimum longitudinal grade requirement of 0.4% or process a request for a waiver of the grade requirement. Existing Teal Club Road shall be removed and reconstructed or Developer shall provide roadway core samples demonstrating that the existing pavement provides an adequate base section for an overlay. Final determination of the extent of reconstruction shall be made by the Development Services Manager. (DS)

93. Developer shall provide a temporary (e.g. asphalt) pedestrian path that connects the required disabled access ramp on the southerly side of the southerly Victoria driveway with the paved shoulder along the east side of Victoria Avenue south of the project. This path shall not require pedestrians to walk within the traveled way of Victoria Avenue. (DS)
94. Developer shall design and construct Teal Club improvements with a minimum 2 foot wide level (5% maximum cross-fall) graded area between the edge of pavement and the top or bottom of any slope steeper than 5 feet (Horizontal) to 1 foot (Vertical) (DS).

***Miscellaneous Conditions***

95. Developer shall separate pedestrian paths from vehicular paths by a raised curb or similar device except at locations where pedestrian paths cross vehicular paths in a nearly perpendicular manner. (DS)
96. At all locations where pedestrian paths cross vehicular paths, Developer shall construct pedestrian paths of enhanced concrete to provide a color and texture contrast from asphalt paving. (DS)
97. Developer's improvements shall include construction of a disabled access ramp on the south side of the southerly driveway on Victoria Avenue. (DS)
98. Developer has indicated that Developer will obtain all required offsite easements/dedications from adjacent property owners without requesting the City to undertake condemnation proceedings. Developer acknowledges that all offsite easements/dedications are Developer's responsibility to obtain and that all easements/dedications must be obtained prior to issuance of a site improvement permit. It is further acknowledged by Developer that in no case will the City be obligated to undertake condemnation and that any such action is at the discretion of City. Developer acknowledges that project will not be constructed without obtaining all required offsite easements/dedications. (DS)
99. Developer shall place existing overhead utility lines on and adjacent to the project underground in accordance with City ordinances in effect at the time City issues a site improvement permit. Before issuance of a site improvement permit, Developer shall post security satisfactory to the Finance Director guaranteeing utility relocation. (DS)
100. Developer shall construct trash enclosures capable of holding a minimum of 12 bins for the site as shown on the "Overall Site Plan" sheet A-1. (DS)
101. Developer shall construct a concrete apron along the length of all trash enclosure openings that extends a minimum of 15 feet from the face of the enclosure. (DS)
102. Prior to dedication of right-of-way (or any other easement) to the City, Developer shall provide proof that the area of the dedication has been annexed into the City. (DS)

103. Developer shall construct a minimum 7-foot wide sidewalk at all locations where the sidewalk is constructed adjacent to the front of parking spaces. (DS)
104. Developer shall obtain an encroachment permit (or similar permit) from the County of Ventura (or other affected agency) for any work performed outside of City jurisdiction including temporary traffic control. (DS)
105. Developer shall include the vacation of a portion of Teal Club Road right-of-way on the parcel map in accordance with section 66499.20.1/2 of the Subdivision Map Act. The southerly right-of-way line for Teal Club Road shall be located at the back of the southerly curb. (DS)

***Traffic Conditions***

106. Developer shall install master planned Traffic Signal poles in their ultimate location for traffic signal work to be reimbursable. Per City Council Ordinance, temporary facilities are not reimbursable. (TR)
107. Developer shall install Traffic signal with lithium emitting diode light bulbs, battery back-up, emergency vehicle pre-emption and pedestrian countdown timers per City of Oxnard specifications. (TR)
108. Developer shall install a 2-inch conduit interconnect from the Fifth Street and Victoria Avenue intersection to the Teal Club and Victoria Avenue intersection. (TR)

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 11th day of November 2007 by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

\_\_\_\_\_  
Sonny Okada, Chairman

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