

ATTACHMENT C
ERA Study November 2005



Economics Research Associates

FINAL REPORT
Assessment of
Retail Reuse Potential
Channel Islands Shopping Center

Prepared for
Courtyard at Mandalay Bay, LLC
Submitted by
Economics Research Associates

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Section I

INTRODUCTION

The Courtyard at Mandalay Bay, LLC owns the existing Channel Islands Shopping Center, a neighborhood shopping center located in the southwestern portion of the City of Oxnard. The center contains 66,310 square feet of net leaseable area¹ on a site of approximately 6.86 acres.

At the request of the Tucker Investment Group (TIG), managers of the Channel Islands Center, Economics Research Associates (ERA) has been asked to assess the continuing viability of retail options for the shopping center site and to project the sales and property tax impacts of several potential re-use and/or redevelopment scenarios.

This study was developed by ERA's Los Angeles office under the direction of Michael A. Wright, Principal.

¹ This includes a 1,890 square foot Chevron station located at the southwest corner of the center at Victoria Avenue and Hemlock Street.

Section II

EXECUTIVE SUMMARY

The Channel Islands Shopping Center is located in the southwestern portion of the City of Oxnard at the northeast corner of Victoria Avenue and West Hemlock Street. The property is included in the City of Oxnard's HERO Redevelopment Project Area. Discussions with city staff indicate that this center was included due to its perceived economic obsolescence and the City's desire for revitalization of the site.

ERA has been asked by Tucker Investments to assess the market feasibility of maintaining its use as a retail shopping center. While it is well located near existing commercial and residential areas, the Channel Islands Center is more than 30 years old, largely vacant, and its current tenant mix is composed of marginal retail and service oriented businesses. Moreover, the site itself is disadvantaged due to the following factors:

- The site's trade area, the surrounding neighborhoods that contain the majority of the center's customers, is significantly limited by its proximity to the ocean, the Channel Islands Harbor and the undevelopable land area within the SOAR greenbelt boundaries north of Fifth Street and west of Victoria Avenue (e.g. the same site, located further inland, would have a larger customer base on which it could draw).
- Access to the site is limited by lack of a direct left turn lane on the southbound Victoria Avenue corridor. Morning outbound traffic has reasonably easy right turn access to the center's parking lot; however, the morning commute is not the time that most consumers choose to shop. It is during the afternoon commute home that the primary shopping trips for local-serving consumer goods such as groceries and

drug store purchases occur. For people making a south-bound afternoon commute, the Channel Islands Center is at a distinct disadvantage as there is no left turn access directly from Victoria Avenue. This will limit the ability of the center to capture passing motorists and will, in the absence of a dedicated left turn lane, make this site less attractive to retailers.

- The small parcel size is limiting for contemporary grocery store-anchor retailers whose current space requirements are typically 45,000 to 60,000 square feet boxes plus a desire for a co-location with Class-A inline retailers.

From a larger market perspective, several additional issues should be noted:

- The area is currently well served by stores that are the traditional anchors of neighborhood shopping centers similar to the Channel Islands Center.
- Based on current resident spending patterns for goods and services typically sold at neighborhood shopping centers, it appears that the existing retail inventory of southwest Oxnard and Port Huenme are sufficient to serve the local population and may in fact, be underperforming due to excess supply of small and marginal store operators.
- While a number of planned and proposed residential projects within the immediate area will increase the local resident population during the coming few years, the retail center proposed for the adjacent Seabridge development will more than accommodate the increased resident demand and will likely pull demand away from the Channel Islands Center.

Bearing out the above assessment, ERA understands that TIG, the current manager of the Channel Islands Center and its retail broker, have tried

unsuccessfully for several years to interest numerous grocery and general merchandise stores in locating at the Channel Islands Center.

Based on our assessment, ERA believes that site inefficiencies and the competitive stock of existing and planned retail outlets, puts the Channel Islands site at a significant competitive disadvantage for its continued use as a retail center. It is very unlikely that the center can be re-tenanted with Class-A retailers in the near future. If the site is maintained in its retail orientation, lower quality Class-B or Class-C retailers are the likely tenants.

The owner's current cost basis in the land, relatively high construction costs for new development, and current achievable retail rental rates in the area prohibit a complete tear-down and redevelopment of the center, so if this property is to be maintained as retail, tenants that are seeking lower cost space with a minor amount of renovation or upgrades will need to be pursued.

As part of this assignment, ERA has projected the potential sales tax revenues and property tax increment impacts to the City of Oxnard under several possible scenarios for the property's future use. The scenarios considered are:

1. Maintain the existing configuration of the center and market the vacated anchor space to a super discount merchandise outlet, such as a 99 Cents Store.
2. Invest in façade and site improvements at the existing center and target the anchor space for a discount grocery that requires 20,000 square feet or less, such as Sav-A-Lot, a chain that is starting to expand in the central and southern California area.
3. Tear down all existing structures and build between 122-to-138 for-sale residential townhomes on the site.

The residential product option, particularly at the densities proposed by the developer, represents a higher value use from both a developer/investor perspective as well as from the standpoint of public tax benefits. ERA has

developed sales and property value projections for each of the three reuse options listed above.

Revenue-only projections over a 10-year study period were developed and a net present value to the City of Oxnard is calculated for each scenario. These projections include sales tax revenues that will go to the City’s General Fund, and tax increment revenues that would be captured by the redevelopment agency’s housing set-aside and general tax increment accounts.

Net Present Value of 10-Year Projection
*Sales Revenues to City General Fund
 and Tax Increment Revenues to RDA*

Scenario	Description	NPV of Benefits
1	<i>Super Discounter – no improvements</i>	\$658,594
2	<i>Chain Discount Grocery Store – renovation</i>	\$775,432
3	<i>Residential – redevelopment of site</i>	\$5,823,780

The City of Oxnard and its redevelopment agency will gain substantially more tax benefits from a new residential development on the Channel Islands Center site than it will with a strategy of maintaining this property as a retail center. Moreover, the addition of new residential units located immediately across from the Seabridge project, will provide additional market support for the planned Seabridge retail stores.

Finally, replacement of the existing, though underperforming Channel Islands retail center with a residential development should not significantly affect the City’s overall retail performance. In fact the City of Oxnard has experienced significant growth in retail sales over the past five years with sales growing at a rate that exceeds both the State of California as well as the County of Ventura. Oxnard, due in part to its large inventory of retail facilities, has recently overtaken the City of Ventura as the sales leader in the western portion of the County. Oxnard’s position as the dominant retail center in the region should be easily maintainable for the foreseeable future.

Section III

CHANNEL ISLANDS RETAIL CENTER

LOCATION AND DESCRIPTION OF CENTER

The Channel Islands Shopping Center is located in the southwestern portion of the City of Oxnard at the northeast corner of Victoria Avenue and West Hemlock Street. It is approximately one mile south of the Oxnard Airport, less than one-half mile north of Channel Islands Boulevard and just east of the Channel Islands Marina (See Exhibit 1).

The property is included in the City of Oxnard's HERO Redevelopment Project Area. Discussions with city staff indicate that this property was included due to its perceived economic obsolescence and the City's desire for revitalization of the site.

According to TIG, the property consists of two parcels totaling 6.86 acres (298,800 square feet). The site benefits from approximately 522 feet of frontage on Victoria Avenue, an established commercial arterial and it has a depth of approximately 644 feet. The topography is generally level, all utilities are available and access is available at street grade.

The shopping center itself consists of a dated, single-story concrete block building with a vacant anchor space formerly occupied by a Lucky's/Albertsons grocery store (See Exhibit 2). The vacated grocery store space comprises 20,155 square feet of rentable area and it has been empty since the year 2000.

Total net leasable area (including the Chevron station on the corner of Victoria Avenue and Hemlock Street) is 66,310 square feet. Parking is provided in an open, asphalt-paved parking lot containing 276 spaces, and additional site improvements include common area lighting, and mature landscaping.

Current tenants include:

- Scott McInnes & Co. Realtors
- Champs Bar & Grill
- West Marine
- Alamar Cleaners
- Channel Islands Liquor
- Oxnard Music
- DVD Paradise/View to Video
- Chevron
- Oxnard Community Police Storefront
- Hair Pin Salon
- In The Cut (barbershop)

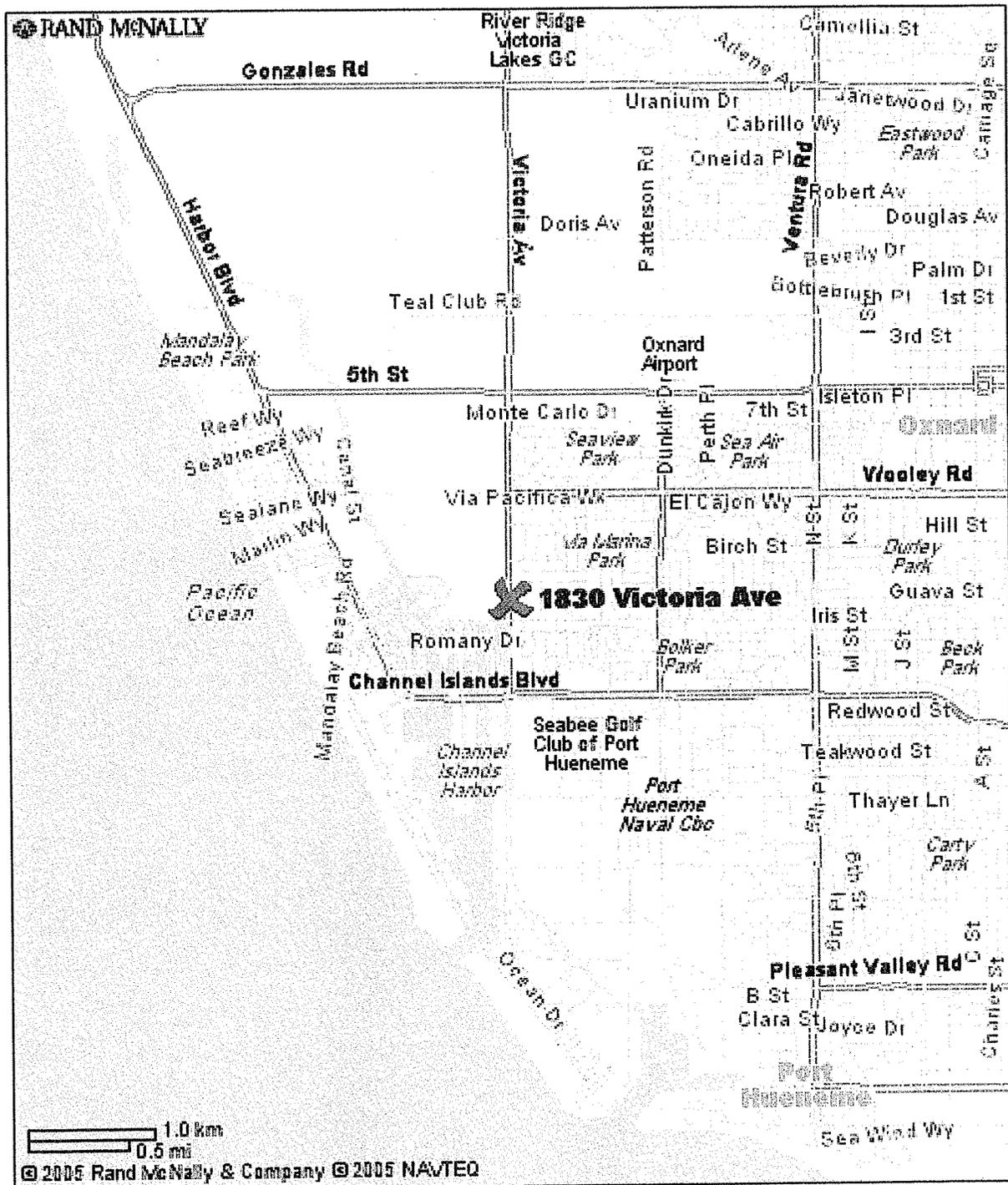
Based on ERA's site survey and rent roll information, it is estimated that only 28,817 square feet of space in the center is currently occupied. This translates into a vacancy rate of 57 percent. Of the current tenants, only Champs Bar & Grill, West Marine, Channel Islands Liquor and the Chevron station would generate significant levels of revenue subject to state sales tax.

STRENGTHS AND WEAKNESSES OF SITE FOR RETAIL USES

Strengths of the site include:

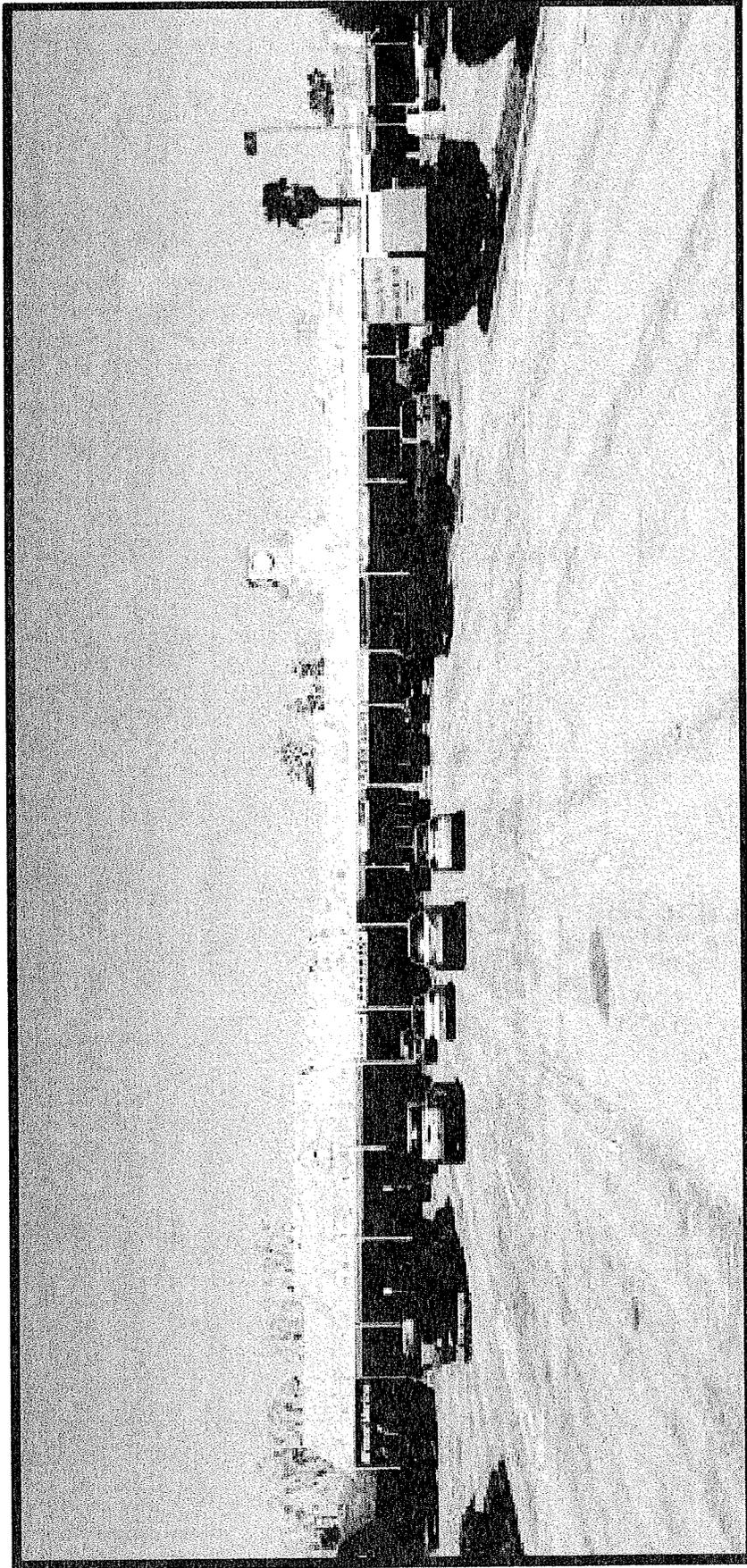
- The site is located within a well-established residential area.
- The site is located along a substantial commercial corridor.

Exhibit 1
Location of Channel Islands Center
1830 Victoria Avenue



1.0 km
0.5 mi
© 2005 Rand McNally & Company © 2005 NAVTEQ

Exhibit 2
Channel Islands Center



Weakness of the site include:

- The proximity of the site to the ocean, the Channel Islands Harbor and the undevelopable land area within the SOAR greenbelt boundaries north of Fifth Street and west of Victoria Avenue significantly limits its trade area potential (e.g. the surrounding neighborhoods from which it draws its customers).
- Access to the site is limited by lack of a direct left turn lane on the southbound Victoria Avenue corridor. Afternoon and evening shopping trips (e.g. work-to-home) are therefore more difficult.
- The small parcel size is limiting for contemporary grocery store-anchor retailers whose current space requirements are typically 45,000 to 60,000 square feet boxes plus a desire for a co-location with Class-A inline retailers.

Section IV

CHARACTERISTICS OF RETAIL IN THE CITY OF OXNARD

The City of Oxnard has a significant retail base and is currently the leading city in taxable sales in the western Ventura County area. Oxnard, as well as the neighboring city of Camarillo have both experienced significant growth in retail sales over the past five years with each city's sales growing at a rate that exceeds both the state and the County of Ventura. Oxnard, due in part to its large inventory of retail facilities, has recently overtaken the City of Ventura as the sales leader in this portion of the County.

The advent of Proposition 13 in 1978 has placed pressure on cities to generate additional revenues through sales tax. The City of Oxnard has operated under a master plan dating back to the 1960s wherein residential development was concentrated near the Ventura Freeway and retailers were lined up along Oxnard Boulevard from downtown northward toward the Esplanade Mall. To generate sales tax revenues, however, the three major cities in Ventura County – Oxnard, Ventura and Camarillo have since built big box retailers along the Ventura Freeway.

The City of Ventura began developing a three-mile stretch of farmland beginning at the Buenaventura Mall eastward toward the Santa Clara River, which is just west of the soon-to-developed RiverPark site in Oxnard, a 700-acre master planned community which will include 900,000 square feet of regional lifestyle, entertainment and neighborhood retail development¹.

At this same time, the City of Oxnard began attracting car dealerships and “big-box” retailers such as Home Depot and Price Club at locations along the 101 Freeway. Shopping at the Rose, a power center with a Wal-Mart and Sam's Club as anchors, was completed in 1996.

Another dominant regional retail center of note is the Esplanade, a 480,000 square foot power center on 45-acres of land, located at the intersection of the Ventura Freeway at Vineyard and Highway 1. The center is anchored by Nordstrom Rack, Bed Bath & Beyond, T.J.Maxx, Old Navy, Circuit City Superstore and Borders Books. A Home Depot is located within the development, but is not part of the property and a Target store is located just south of the mall. The property previously consisted of an enclosed regional mall anchored by Robinson's-May and Sears. The center was redeveloped in 2001-2003 into its current configuration.

The Appendix section of this report contains further details regarding retail store performance in the City of Oxnard and how the City of Oxnard compares with its neighboring cities in the western portion of Ventura County as well as with State of California averages.

¹ Source: Madison Marquette web site for RiverPark Towne Center.

Section V

LOCAL RETAIL ENVIRONMENT

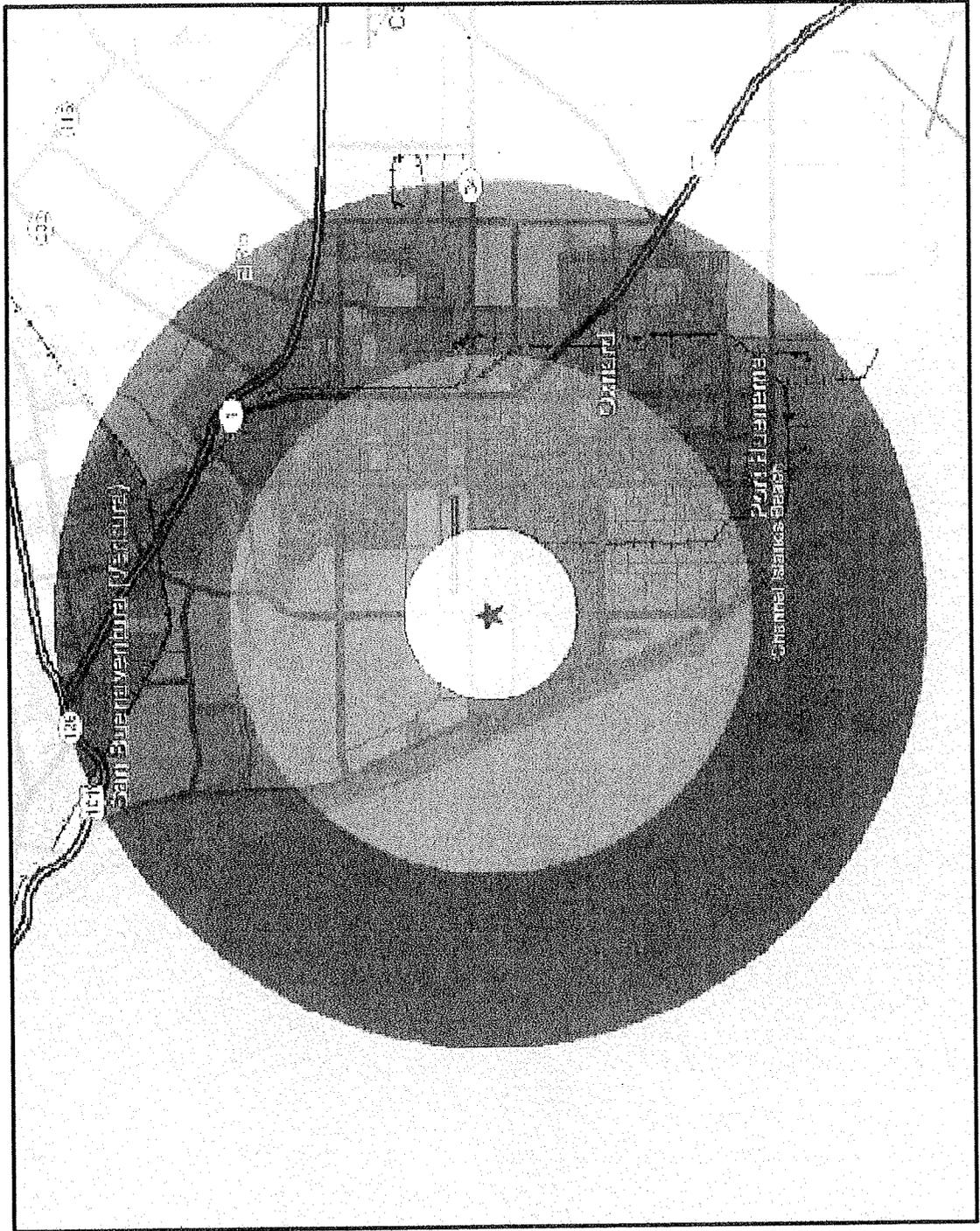
TRADE AREA FOR CHANNEL ISLANDS CENTER

In practice, a retail center's trade area contains people who are likely to patronize a particular retail center. These customers are drawn by a given class of goods and services from a particular tenant mix. A center's fundamental drawing power comes from the strength of the major tenants, as well as the regional and local tenants, which complement and support the anchors. A successful combination of these elements creates a destination for customers seeking a variety of goods and services while enjoying the comfort and convenience of an integrated shopping environment.

Trade area definitions begin with local and regional boundaries. These boundaries are defined primarily by the type of retail property being analyzed, and adjusted for the specific characteristics of the area including economic, demographic and geographic features. Due to its relatively small size and building configurations, the Channel Islands Center is classified as a neighborhood-serving retail shopping center. Neighborhood centers typically have a grocery and/or drug store as an anchor tenant. The typical primary market area for these centers ranges from a one-to-three mile radius, and most of the tenants usually serve day-to-day neighborhood needs. Neighborhood centers are generally 60,000 to 100,000 square feet in size. Exhibit 3 illustrates the boundaries of 1-mile and 3-mile area rings around the Channel Islands Center. A 5-mile ring is included on this exhibit for reference.

As can be seen in Exhibit 3, the trade area is effectively cut in half by the site's proximity to the ocean, the Channel Islands Harbor and the undevelopable land area within the SOAR greenbelt boundaries north of Fifth Street and west of

Exhibit 3
1-Mile, 3-Mile and 5-Mile Boundaries Around Channel Islands Center



Victoria Avenue. This significantly limits the number of potential customers who will travel to this location to make purchases.

Within the combined primary/secondary trade area (3-mile radius) are approximately 113,479 residents with a average household income of \$66,282.

**2004 Demographic Profile
Trade Area Around Channel Islands Center**

	1-Mile Radius	3-Mile Radius
Population	9,337	113,479
Households	3,216	31,936
Average Household Size	2.3	3.2
Average Household Income	\$62,635	\$66,282

Source: ESRI Business Information Solutions

COMPETITIVE SHOPPING LOCATIONS

Within a three-mile radius of the Channel Islands Shopping Center, there is approximately 335,125 square feet of retail located in traditional neighborhood-oriented shopping centers. These centers vary in size from 10,800 square feet to 98,000 square feet. In addition, there are four community serving and one regional shopping center within this same trade area that contain grocery stores and/or drug stores as well as other inline retailers that are effectively competing against neighborhood shopping centers. These centers effectively add four grocery stores and four drug stores and as much as 150,000 additional square feet of competitive inline stores to the trade area's local or neighborhood-serving inventory.

**Neighborhood Strip Shopping Centers
Within 3-Miles of Channel Islands Center**

Center	GLA	Distance In miles
Trolley Plaza	36,000	1.82
Gold Coast Plaza	98,000	1.87
Westside Plaza	68,045	1.87
Rancho Victoria Plaza	10,800	2.23
Freemont Center	33,000	2.86
Oxnard Ranch Market	89,280	3.03
Total	335,125	

Source: National Research Bureau Shopping Center Database and ERA

**Community/Regional Shopping Centers
Within 3-Miles of Channel Islands Center
Containing Grocery Store/Drug Store Tenants**

Center	Grocery Store	Drug Store	Total SF In Center	Distance In miles
Oliveria Plaza	Vons	Rite-Aid	105,000	0.37
Mandalay Village	Ralphs	Longs Drugs	154,642	0.57
Oxnard Village	--	Save-On	101,838	1.80
Centerpoint Mall	Albertson's	--	350,000	2.40
Freemont Square	Albertson's	Rite-Aid	190,000	2.50
Total Est SF	196,000 sf	95,250 sf	901,480	

Source: National Research Bureau Shopping Center Database and ERA

**Estimated Total Competitive Supply of Neighborhood Retail
Within 3-Miles of Channel Islands Center**

	GLA
Neighborhood/Strip Centers	335,125
Additional Grocery Stores in Larger Centers	196,000
Additional Drug Stores in Larger Center	95,250
Additional Inline Stores in Larger Center ^{a/}	150,000
Total	776,375

Source: National Research Bureau Shopping Center Database and ERA

a/ ERA estimate based on following: (Total SF of Community/Regional Shopping Centers within Trade Area) less (Grocery, Drug and Other Anchors) x 25% of Remaining In-Line and Misc. Square Feet. This value excludes community service tenants, large restaurants, and financial/bank tenants.

Of the surrounding centers, the Oliveria Plaza and the Mandalay Village Marketplace are located very near (each within one-half mile) to the Channel Islands Center. Each center contains a grocery store anchor as well as a drug store. The Oliveria Plaza was last renovated in 1979 while the Mandalay Village Marketplace was built in 1989 and renovated in 1992. It is ERA's opinion that collectively, these two centers provide significant competition to the Channel Island Center as long as it is positioned with a traditional neighborhood shopping mix.

PLANNED RETAIL PROJECTS

Within the immediate trade area surrounding the Channel Islands center, the most significant planned retail development is the commercial component of the Seabridge Village project located at the southwest corner of Wooley and Victoria. According to the project's commercial broker, Phase I will consist of a 50,000 square foot grocery store and up to 30,000 additional square feet of neighborhood and community-serving retail space. Reportedly, the broker is currently in discussions with Albertsons to lease the grocery store space. An additional 107,000 square feet of retail space is planned for the project's second phase, bringing the total planned supply up to 187,000 square feet.

TRADE AREA POTENTIAL FOR ADDITIONAL NEIGHBORHOOD-SERVING RETAIL

The City of Oxnard's retail base is substantial and growing at a fairly rapid pace (see Appendix). This growth however, is mostly concentrated along the 101-freeway corridor and near the City's downtown area. In the areas surrounding the Channel Islands Center, the existing retail inventory appears to be mostly built-out with uses serving the local population base.

This section provides an analysis that estimates current and projected resident retail spending power and compares this to the area's estimated supply of retail shopping opportunities. The objective of this assessment is to determine whether there are any unfulfilled "gaps" in the marketplace for neighborhood

retail stores or alternatively, if there are a surplus of retail stores presently in place. This type of “retail performance analysis” indicates how well the Channel Islands Shopping Center may perform in the future compared to its competition.

Exhibit 4 presents an estimate of 2005 and projected 2009 consumer spending power for goods usually purchased at grocery stores, drug stores and other local-serving retail outlets typically found in neighborhood shopping centers. Within one-mile of the Channel Islands Center, ERA estimates that current residents spend approximately \$13.6 million annually on local-serving retail goods. An additional \$125.9 million is spent annually by the residents living between one- and three-miles from the Channel Island Center. Note the 2009 growth projections are based on planned residential projects as of September 2005¹. These projections indicate that resident spending power within the trade area is projected to grow at a reasonable pace; however, as will be seen in the following exhibits, the existing inventory of retail stores, coupled with the projected additions to supply from the Seabridge project, will be sufficient to handle this growth and will result in a surplus of retail inventory within the area.

Starting with the retail sales potential projections from Exhibit 4, Exhibit 5 presents a highly conservative estimate of the trade area’s current capture of local resident spending power. While the actual capture rates of resident spending cannot be known exactly without extensive survey data, the model as shown has assumed a fairly high capture of resident sales by trade area shopping centers in order to test the upper limit of supportable retail inventory. We know that the actual capture of resident spending will not be 100 percent as shown in this exhibit; however, we have used a maximum 100 percent capture rate in order to test a “most optimistic” view of the trade area’s retail performance.

¹ The City’s Planning and Environment Services Department indicates that there are approximately 848 residential units planned for areas within one mile of the project site. This includes the residential component of Seabridge. In addition, there are 3,066 units planned for areas that are between one and three miles from the Channel Islands site.

Exhibit 4
Expenditure Overview - Channel Islands Site
Neighborhood Shopping Center Goods Potential

EXPENDITURE COMPONENTS	1-Mile Radius	3-Mile Radius
<u>Average Household Income</u>		
2004	\$62,635	\$66,282
2009	\$75,039	\$81,438
Annual Growth	3.7%	4.2%
Estimated 2005 Income	\$64,940	\$69,069
<u>Households</u>		
2004	3,216	31,936
2009 1/	4,064	35,002
Annual Growth	4.8%	1.9%
Estimated 2005 Households	3,370	32,527
TOTAL FOR 2005		
Income Potential	\$ 218,854,079	\$ 2,246,595,534
Expenditure Potential 2/	\$ 13,597,404	\$ 139,580,981
TOTAL FOR 2009		
Income Potential	\$ 304,958,496	\$ 2,850,492,876
Expenditure Potential	\$ 18,947,071	\$ 177,101,122
BY GEOGRAPHIC BAND		
	1-Mile Radius	1-3 Mile Band
Expenditure Potential - 2005	\$ 13,597,404	\$ 125,983,577
Expenditure Potential - 2009	\$ 18,947,071	\$ 158,154,051

Notes

1/ Growth projections based on September 2005 Residential Projects Report, by City of Oxnard Planning and Environmental Services Department

2/ Based on Consumer Expenditure Survey of consumer goods purchases for food and beverage, drug stores, personal services, etc.

Source: ESRI Business Information Systems; City of Oxnard; "Consumer Expenditure Survey", U.S. Department of Labor, Bureau of Labor Statistics and ERA

Exhibit 5
2005 Shopping Center Sales Productivity
Trade Area Surrounding Channel Islands Retail Center

	Retail Sales Potential (From Exhibit 4)	CAPTURE RATES Percent of Total Annual Resident Spending			Projected Spending Range (\$000)		
		Low	Mid	High	Low	Mid	High
RETAIL SPENDING POWER							
By Market Area							
Primary Trade Area (1-mile)	\$13,597,404	90%	95%	100%	\$12,238	\$12,918	\$13,597
Extended Trade Area (1-3 Mile)	\$125,983,577	70%	75%	80%	\$98,189	\$94,488	\$100,787
Resident Spending Power	\$139,580,981	72%	77%	82%	\$100,426	\$107,405	\$114,384
Sales to Non-Residents of Trade Area 1/	20% of store sales				\$25,107	\$26,851	\$28,596
Total Supportable Sales					\$125,533	\$134,257	\$142,980
SHOPPING CENTER EFFICIENCY							
Effective Sales Productivity (\$PSF) 2/					\$180	\$192	\$205
Supportable GLA in Trade Area					698,738	698,738	698,738
Est SF of Neighborhood-Oriented Retail Goods Outlets 3/					776,375	776,375	776,375
+ Planned Additions to Trade Area					-	-	-
(-) Vacancies at 10%					(77,638)	(77,638)	(77,638)
Estimate of Occupied SF					698,738	698,738	698,738
Market Gap / (Surplus) SF					-	-	-
					= (Supportable SF) less (Existing SF) less (Planned SF)		

Model solves for "0" to test current sales productivity

Notes
 1/ Typically, a neighborhood shopping center will sell approximately 80 to 85 percent of its merchandise to surrounding residents. The remaining 15 to 20 percent of sales are usually to non-resident employees and area visitors.
 2/ Sales productivity for neighborhood serving retail centers should be as high as \$350 PSF. At the projected range of \$180 to \$205 PSF, this suggests that some of the area's retail stores are significantly under performing.
 3/ Estimated competitive supply of neighborhood shopping centers, grocery and drug stores and other small in-line merchants usually found as tenants in a neighborhood shopping center.

In keeping with the “most optimistic” projection methodology, retail centers that contain stores catering to neighborhood shopping goods and services located within the primary trade area (one-mile radius) surrounding the Channel Islands Center, are estimated to capture between 90 and 100 percent of resident spending. Within the secondary trade area (one-to-three-mile radius), it is estimated that 70 to 80 percent of resident spending is captured by local shopping centers. This results in a blended rate between 72 percent and 82 percent. The remaining annual resident retail spending for local-serving goods would go to stores located in the northern portion of the city as well as to outlets located outside the City of Oxnard. An additional 20 percent sales potential is added to the resident trade area total to account for sales from nearby employees as well as non-resident visitors to stores within this area.¹

The range of capture rates results in an estimate of trade area spending potential of \$118.1 million to \$134.6 million. In order to assess the current strength of the local serving retail market within the trade area, the model shown in Exhibit 5 solves for the collective “sales per square foot productivity” of area shopping centers. This is done by comparing the total square feet of neighborhood shopping goods inventory currently existing within the trade area (see text table on page 16 for inventory estimate) to the projected spending power of residents and non-resident visitors. The resulting sales productivity value is simply the average estimated sales per square foot for all stores within the trade area assuming that the trade area retail market is in equilibrium (in other words, that there is not currently an oversupply of local-serving retail in this area).

In order to compare the resulting sales productivity value estimated for the trade area, a benchmark productivity value of \$350 per square foot is used.²

¹ A typical neighborhood shopping center will sell approximately 80 to 85 percent of its merchandise to residents located within 1-to-3-miles of its location. The additional 15 to 20 percent of sales are to non-resident visitors including local employees.

² The benchmark value is based on 2004 survey data for neighborhood shopping centers in the western region of the U.S. Source: *Dollars & Cents of Shopping Centers: 2004*, Urban Land Institute

A newly built neighborhood shopping center with Class-A anchor and inline tenants should be able to perform at approximately \$350 per square foot in sales annually. The model shown in Exhibit 5 estimates that, based on projected spending potentials in the trade area, the current inventory of retail stores are greatly under performing at a level of only \$180 to \$205 per square foot. This performance level includes Class A, B, and C retail stores and would not be expected to be as high as a new center; however, this relatively low range of sales performance suggests an oversupply of local-serving retail in the current market.¹

Exhibit 6 presents an estimate of the trade area spending potential in the year 2009. This projection incorporates population and household income growth as well as planned additions to the area's competitive retail supply. This projection shows that over the coming 4 years, population growth will create increased demand for retail stores; however, the retail development planned for the Seabridge development will more than offset this increase.

The benchmark productivity has been set at a range of \$213 to \$233 per square foot in order to account for the addition of the Seabridge project to the area's existing mix of retailers. Despite the projected growth in retail spending potential within the area, this analysis still indicates an oversupply of retail due to the planned Seabridge project which totals 187,000 square feet. This suggests that there will be a shakeout of the trade area's retail over the coming four to five years, with weaker Class-B and Class-C centers increasingly vulnerable to diminished sales.

¹ An alternative to this analysis would be to use a higher benchmark value for sales performance, say \$350 that is typical for new centers. Using this approach, the model projects a significant oversupply of local serving retail space within the area amounting to 290,000 to 340,000 square feet. Obviously not every store performs at the level of a new Class-A retailer; so this range is most likely too high; however, the two approaches to this analysis indicate that there is presently, no unserved gap in the local-serving retail market within the Trade Area and that there are numerous low-performing retail stores located within this area.

Exhibit 6
2009 Estimate of Supportable Shopping Center Space
Trade Area Surrounding Channel Islands Retail Center

Retail Sales Potential (From Exhibit 4)	CAPTURE RATES Percent of Total Annual Resident Spending			Projected Spending Range (\$000)		
	Low	Mid	High	Low	Mid	High
By Market Area						
Primary Trade Area (1-mile)	90%	95%	100%	\$17,052	\$18,000	\$18,947
Extended Trade Area (1-3 Mile)	70%	75%	80%	\$110,708	\$118,616	\$126,523
Resident Spending Power	72%	77%	82%	\$127,760	\$136,615	\$145,470
Sales to Non-Residents of Trade Area 1/ 20% of store sales				\$31,940	\$34,154	\$36,368
Total Supportable Sales				\$159,700	\$170,769	\$181,838
SHOPPING CENTER EFFECIENCY						
Effective Sales Productivity (\$PSF) 2/ Supportable GLA in Trade Area				\$ 213	\$ 223	\$ 233
Est SF of Neighborhood-Oriented Retail Goods Outlets 3/ + Planned Additions to Trade Area 4/ (-) Vacancies at 10%				750,747	766,525	780,940
Estimate of Occupied SF				776,375	776,375	776,375
Market Gap / (Surplus) SF				187,000	187,000	187,000
				(96,338)	(96,338)	(96,338)
				867,038	867,038	867,038
				(212,628)	(196,850)	(182,435)

= (Supportable SF) less (Existing SF) less (Planned SF)

Negative values indicate continued presence of low performing stores in Trade Area. Class-B and Class-C properties will be vulnerable to diminished sales after Seabridge retail is stabilized.

- Notes**
- 1/ Typically, a neighborhood shopping center will sell approximately 80 to 85 percent of its merchandise to surrounding residents. The remaining 15 to 20 percent of sales are usually to non-resident employees and area visitors.
 - 2/ Estimate is weighted average of current sales productivity range (\$180 PSF to \$205 PSF), plus estimated retail sales at Seabridge of \$350 PSF at stabilization.
 - 3/ Estimated competitive supply of neighborhood shopping centers, grocery and drug stores and other small in-line merchants usually found as tenants in a neighborhood shopping center.
 - 4/ Seabridge retail center.

Section VI

POTENTIAL RETAIL STRATEGIES

TENANT TYPES IN A REPOSITIONED CENTER

While it is well located near existing commercial and residential areas, the Channel Islands Center is more than 30 years old and its current tenant mix is composed of marginal retail and service oriented businesses. Moreover, its location near the ocean, the Channel Islands Harbor and the undevelopable land area within the nearby SOAR greenbelt effectively reduces its trade area population and its future potential, since growth to the west of the site is limited to the Seabridge development.

Finally, the site suffers from a critical access issue along Victoria Avenue. Morning outbound traffic has reasonably easy right turn access to the center's parking lot; however, the morning commute is not the time that most consumers choose to shop. It is during the afternoon commute home that the primary shopping trips for local-serving consumer goods such as groceries and drug store purchases occur. For people making a south-bound afternoon commute, the Channel Islands Center is at a distinct disadvantage as there is no left turn access directly from Victoria Avenue. This will limit the ability of the center to capture passing motorists and will, in the absence of a dedicated left turn lane, make this site less attractive to retailers.

Re-tenanting with a Class-A retailer will be difficult as the anchor space, typically occupied by a grocery store, is too small and outmoded for the major chain operators. Moreover, as shown in Exhibit 7, the trade area is currently well served by existing grocery stores. Eight chain grocery stores (including the ethnic-oriented Treserras) are located within five miles of the Channel Islands Center. On this map, a ring representing the primary trade area surrounds each store location. For point number 1, which represents the Vons and Ralphs stores located

INSERT EXHIBIT 7 HERE

in the Oliveria Plaza and the Mandalay Village Marketplace, the trade area is effectively a 2-mile radius to accommodate the dual attraction of the two stores.

If kept in its current size and configuration, the vacant grocery store space, consisting of 20,155 square feet of rentable area, could possibly attract a smaller market such as a boutique food market. However, the level of household income, typically required by these stores is lacking in the market area served by the Channel Islands site¹.

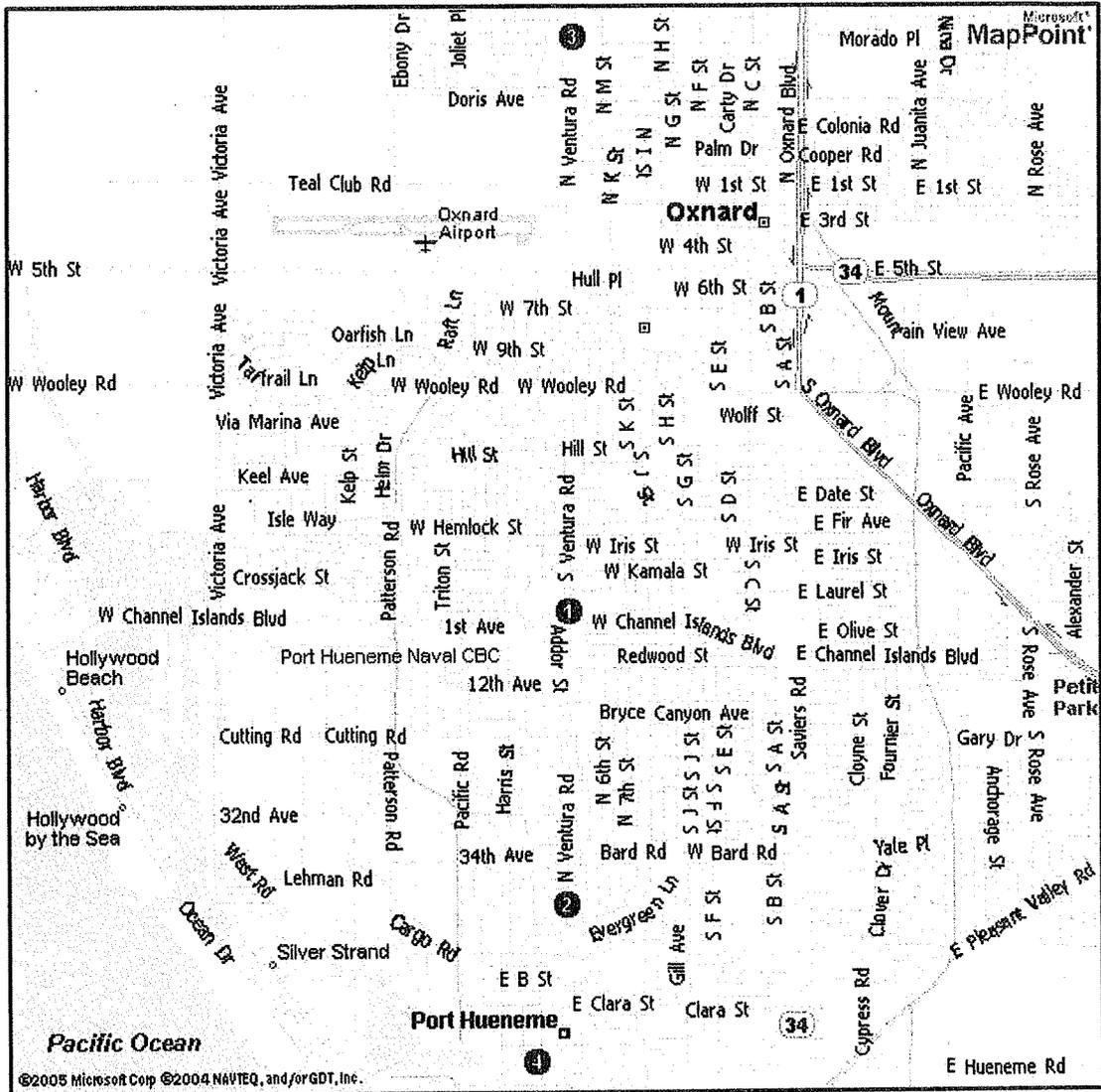
In all likelihood, given a low enough rent, the space will be most attractive to a super discounter, such as a 99 Cents store or a budget grocery outlet such as Save-A-Lot, which has recently entered the Southern California market.² Exhibit 8 indicates that there are at least four super-discount general merchandise stores located within 5 miles of the Channel Islands site. These are all located along South Ventura Road, with the nearest store located two miles to the east.

At present, the only discount-oriented grocery outlets in the city (besides the super-discounters), such as Smart & Final and Food 4 Less, are located more than four miles to the north of the Channel Islands Center. It should be noted that if a super discounter such as a 99 Cents Store negotiates a lease for the anchor tenant, they would most likely want a long-term lease resulting in as much as 20 to 25 years of control over the space. If demand in the area were to increase such that a better quality food store would be interested in the Channel Islands site, it may be difficult at that point to terminate the lease of the discounter and replace it with a higher value tenant.

¹ ERA has been supplied with an anchor tenant prospect history compiled by the retail broker who has been employed by Tucker Investments to find tenants for the center. Over the past several years, as many as 50 food stores representing major chains, upscale, discount and ethnic stores have been approached about locating in the Channel Islands Center. To date, all have passed on this site for various reasons.

² Save-A-Lot has nearly 1,250 stores nationwide and has recently opened California stores in Taft and Bakersfield. Their preferred store size averages between 14,000 and 18,000 square feet.

Exhibit 8 Locations of Super-Discount Stores



ID	Store(s)
1	97 Cents Store, Fallas Paredes
2	Kmart
3	Under One Dollar Store
4	98 Cents Plus

TAX IMPACTS OF RETAIL REPOSITIONING STRATEGIES

Based on the previous analysis, ERA believes that it will be difficult to successfully re-tenant and/or reposition the Channel Islands Center as a competitive Class-A shopping product. The owner's current cost basis in the land, relatively high construction costs for new development, and current achievable retail rental rates in the area prohibit a complete tear-down and redevelopment of the center, so if this property is to be maintained as retail, tenants that are seeking lower cost space with a minor amount of renovation or upgrades will need to be pursued.

Given this scenario for ongoing retail use of the site, this section makes projections of tax benefits to the City of Oxnard and its Redevelopment Agency as the result of pursuing this strategy. Exhibits 9 and 10 present the sales and property tax impact of two possible retail oriented re-tenanting strategies for the Channel Islands Center. In each case, taxable retail sales is estimated based on the type of tenants discussed in the previous section. Additionally, changes in the property's taxable assessed values are estimated based on the cost of tenant improvements and renovation spending.

Sales tax estimates are determined based on typical gross store sales per square foot for the types of retailers presented in the scenario. Additionally, for each type of retailer, an estimate is provided of the amount of gross sales that will translate into taxable retail sales. Food and drug stores contain many items not subject to California sales tax. In a typical grocery store, only 20 to 30 percent of all gross sales are taxable, and translate into tax revenue distributed to Oxnard.

As previously noted, the center is located in the City's HERO Redevelopment Project Area. As such, increases in the property's assessed value, either from renovations and upgrade construction or from new development, will be subject to the tax increment distribution formula as set forth in California Redevelopment Law¹. This is summarized as follows:

¹ Based on AB1290 – Redevelopment Reform Act of 1993; Health and Safety Code Section 33607.5

1. An increase in Assessed Value from New Construction = Tax Increment (TI).
2. 20 percent is subtracted from total TI for the Agency's mandatory housing set-asides.
3. 25 percent of this post set-aside amount is subtracted and distributed to other taxing jurisdictions (Agency pass-throughs)
4. Remainder = Tax Increment available to the Agency.
5. Tax Increment is multiplied by the property tax amount (1 percent has been used in this analysis) to determine the actual funds available to Agency.

Scenario 1 (Exhibit 9) indicates the sales and tax increment impacts of re-tenanting the Channel Islands Center in an "as is" condition. A super discounter, such as a 99 Cents Store would lease the anchor space and the vacant ancillary retail space would be filled with Class-B or Class-C tenants, many of whom are likely to be service-oriented businesses and therefore, will not generate sales that are taxable by the State's Sales and Use Tax.

The Chevron station would remain, and West Marine, the only other significant occupant in the center at the moment, could choose to relocate (possibly to the Seabridge property), if the quality of the center continues to decline. Overall center sales are anticipated to be on the order of \$181 per-square-foot with taxable sales representing a blended rate of 60 percent of gross sales. Total taxable retail sales (inclusive of a vacancy allowance) for such a center are projected to be \$7.6 million annually, with the Oxnard collecting \$75,756 annually in sales tax revenue at stabilization.

For this scenario, it is anticipated that the only value-added construction would be minor tenant improvements to the grocery store space as well as the unoccupied inline stores. In total, it is estimated that this would total to no more than \$7.52 per square foot of total leasable area. This increase in property value would result in \$997 annually to the Agency's Housing Set-Aside fund and an

Exhibit 9
Retail Tenanting and Redevelopment Scenarios
Scenario 1 - Existing Configuration - No Change

Estimated Taxable Retail Sales at Stabilization		Total SF	Sales \$/PSF	% Taxable	Taxable Sales
Anchor	Super Discounter (99 Cents Store, etc)	20,155	\$150	70%	\$2,116,275
Ancillary	General Merchandise, Services	39,605	\$90	50%	\$1,782,225
Gas Station ^{1/}	Chevron	1,890	\$2,424	81%	\$3,703,362
Restaurant	Champs	4,660	\$175	100%	\$815,500
TOTAL		66,310	\$181	60%	\$8,417,362
Vacancies and Turnover at 10%					(\$841,736)
ADJUSTED TOTAL TAXABLE SALES					\$7,575,626
Taxable Sales Per Square Foot				\$114.25 PSF of Leasable Area	

Change in Assessed Value		Cost \$/PSF	Basis	Total Estm SF	Total AV Increase
Grocery Store Space		\$ -			\$0
Facade Improvements	Grocery Store Facade	\$ 10.00		20,155	\$201,550
TI Allowance	Grocery Store Interior				
Inline Space		\$ -			\$0
Facade Improvements	Inline Facades				
TI Allowance (average)	Inline Space Interiors	\$ 7.50		39,605	\$297,038
Site Improvements / Landscaping	Parking Lot Area	\$ -			\$0
TOTAL					\$498,588
Improvement Value Per Square Foot				\$7.52 PSF of Leasable Area	

Available Tax Increment			
Total Increase in Assessed Value			\$498,588
Less Agency Housing Set-Asides	20% of Increment		(\$99,718)
Post Set-Aside Fund Value			\$398,870
Less Agency Pass-Throughs	25% of Post Set-Aside Funds		(\$99,718)
TAXABLE INCREMENT			\$299,153

Stabilized Revenue Impacts to Oxnard			
Sales Tax Revenue to City General Fund	1.0% of taxable sales		\$75,756
Low/Mod Housing Set Aside (Redevelopment Agency)	1.0% of Agency Set Aside Allocation		\$997
Redevelopment Agency Allocation of Tax Increment	1.0% of Agency Taxable Increment		\$2,992
TOTAL STABILIZED IMPACT			\$79,745

Notes

^{1/} See Table A-6 in Appendix for details regarding estimated sales tax revenue projections of the Chevron station.

Source: Urban Land Institute, Marshall & Swift Valuation and ERA

Exhibit 10

**Retail Tenanting and Redevelopment Scenarios
Scenario 2 - Renovated Center**

Estimated Taxable Retail Sales at Stabilization

	Total SF	Sales \$/PSF	% Taxable	Taxable Sales
Anchor	20,155	\$300	30%	\$1,813,950
Ancillary	39,605	\$125	50%	\$2,475,313
Gas Station ^{1/}	1,890	\$2,424	81%	\$3,703,362
Restaurant	4,660	\$225	100%	\$1,048,500
TOTAL	66,310	\$251	48%	\$9,041,124
Vacancies and Turnover at 5%				(\$452,056)
ADJUSTED TOTAL TAXABLE SALES				\$8,589,068
Taxable Sales Per Square Foot			\$129.53 PSF of Leasable Area	

Change in Assessed Value

	Cost \$/PSF	Basis	Total Estm SF	Total AV Increase
Grocery Store Space	\$ 5.00	Grocery Store Facade	4,050	\$20,250
Facade Improvements	\$ 10.00	Grocery Store Interior	20,155	\$201,550
TI Allowance				
Inline Space	\$ 5.00	Inline Facades	12,000	\$60,000
Facade Improvements	\$ 7.50	Inline Space Interiors	39,605	\$297,038
TI Allowance (average)	\$ 1.00	Parking Lot Area	96,600	\$96,600
Site Improvements / Landscaping				\$675,438
TOTAL				\$10.19 PSF of Leasable Area
Improvement Value Per Square Foot				

Available Tax Increment

Total Increase in Assessed Value	\$675,438
Less Agency Housing Set-Asides	(\$135,088)
Post Set-Aside Fund Value	\$540,350
Less Agency Pass-Throughs	(\$135,088)
TAXABLE INCREMENT	\$405,263

Stabilized Revenue Impacts to Oxnard

Sales Tax Revenue to City General Fund	\$85,891
Low/Mod Housing Set Aside (Redevelopment Agency)	\$1,351
Redevelopment Agency Allocation of Tax Increment	\$4,053
TOTAL STABILIZED IMPACT	\$91,294

Notes

^{1/} See Table A-6 in Appendix for details regarding estimated sales tax revenue projections of the Chevron station.

Source: Urban Land Institute, Marshall & Swift Valuation and ERA

additional \$2,992 in tax increment allocation to the Redevelopment Agency. As long as the property is not transferred, these projected values will increase by two percent annually, as allowed under Proposition 13.

Secenario 2 (Exhibit 10) indicates the sales and property tax impacts of re-tenanting the Channel Islands Center in a slightly renovated condition. Façade improvements, landscaping and general visual improvements would be completed to the center. The center, however, would still be positioned as a neighborhood retail operation.

A discount grocery store, such as a Save-A-Lot store would take the anchor space and the vacant ancillary retail space would be filled with Class A/B tenants. Overall center sales are anticipated to be on the order of \$251 per-square-foot with taxable sales representing a blended rate of 48 percent of sales due to the presence of a grocery store. Total taxable retail sales (inclusive of a vacancy allowance) for such a center are projected to be \$8.6 million annually, with the Oxnard collecting \$85,891 annually in sales tax revenue.

For this scenario, it is anticipated that renovation costs would add \$675,438 to the property's assessed value base (an investment of \$10.19 per square foot of total leasable area). This increase in property value would result in \$1,351 annually to the Agency's Housing Set-Aside fund and an additional \$4,053 in tax increment allocation to the Redevelopment Agency. As long as the property is not transferred, these projected values will increase by two percent annually, as allowed under Proposition 13.

Section VII

RESIDENTIAL DEVELOPMENT SCENARIO

TIG has informed ERA that an alternative plan for the shopping center site is to develop it with 122-to-138 for-sale townhome units. For this analysis, ERA has assumed that the plan will consist of 130 units. For this assignment, ERA did not assess the market potential for residential on the Channel Islands Center site and therefore offers no opinion about its market feasibility. TIG has provided information on the alternative development strategy to ERA for use in projecting tax impacts to the City.

Exhibit 11 presents ERA's estimate of the ongoing tax revenue impacts to the City of Oxnard should the townhome project be constructed. Due to the scale of new construction, redevelopment agency housing set-asides are projected to be \$158,760 annually and tax increment revenues allocated to the agency would be \$476,280 annually. As long as their owners hold onto these units, the projected values will increase by two percent annually, as allowed under Proposition 13. For units that are resold, they will be reassessed at their sales price. Therefore, the cumulative assessed value increase subject to the tax increment calculations will grow at a slightly higher rate than the standard Proposition 13 two percent per year allowance.

Sales taxes are estimated based on projected household incomes and Oxnard capture of residents taxable retail sales. Annual sale tax revenues from townhome residents are projected to total \$16,153 annually based on the project spending of 130 new households.

Section VIII

CASHFLOW COMPARISON OF SITE DEVELOPMENT SCENARIOS

Exhibits 12, 13 and 14 present multi-year cash flow summaries of the three development options tested. In each case, annual sales tax revenues as well as estimated tax increment revenues are projected to the year 2016 (10-year analysis assuming 2006 as the start year). These timelines indicate the additional tax revenue benefits that are projected to accrue from each of the three development scenarios to the City's General Fund (sales tax revenue) and the Redevelopment Agency Funds (housing set-aside and general tax increment revenues).

All dollar amounts are shown in constant 2005 dollars (e.g. no inflationary effects are incorporated). Projections of assessed value increases and resulting tax increment revenues includes growth due to Proposition 13 escalation factors.

The impacts of periodic reassessment are projected for the townhome scenario since residential properties resell frequently. For this analysis, it is assumed that 10 percent of units will be resold in any given year and be subject to reassessment at current market values. A four percent annual rate of appreciation is assumed. Retail properties typically do not turnover as frequently and therefore, only the annually Proposition 13 escalation of 2 percent is included in this analysis.

The annualized tax impacts for each scenario are summarized using a discounted net present value. This method takes timing of the tax impacts (a residential development project would take longer to realize than re-tenanting the existing center) as well as risk (revenues based on property taxes are inherently more stable than those from taxable retail sales) into account.

Exhibit 13
Annual Comparison of Tax Benefits
Scenario 2 - Renovated Center
Values in 2005 dollars

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	Yr. 0	Yr. 1	Yr. 2	Yr. 3	Yr. 4	Yr. 5	Yr. 6	Yr. 7	Yr. 8	Yr. 9	Yr. 10
Stabilized SF (%)	50%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Stabilized SF (vacancy at 5%)	31,497	37,797	62,995	62,995	62,995	62,995	62,995	62,995	62,995	62,995	62,995
Taxable Sales	\$4,079,807	\$4,895,769	\$8,159,615	\$8,159,615	\$8,159,615	\$8,159,615	\$8,159,615	\$8,159,615	\$8,159,615	\$8,159,615	\$8,159,615
Tax Increment											
Total Assessed Value ^{1/}	\$5,795,438	\$5,911,346	\$6,029,573	\$6,150,165	\$6,273,168	\$6,398,631	\$6,526,604	\$6,657,136	\$6,790,279	\$6,926,084	\$7,064,606
AV over Base Value	\$675,438	\$791,346	\$909,573	\$1,030,165	\$1,153,168	\$1,278,631	\$1,406,604	\$1,537,136	\$1,670,279	\$1,806,084	\$1,944,606
Less Housing Set Asides	\$135,088	\$158,269	\$181,915	\$206,033	\$230,634	\$255,726	\$281,321	\$307,427	\$334,056	\$361,217	\$388,921
Post Set Aside Value	\$540,350	\$633,077	\$727,659	\$824,132	\$922,534	\$1,022,905	\$1,125,283	\$1,229,709	\$1,336,223	\$1,444,867	\$1,555,685
Less Agency Pass-Throughs	\$135,088	\$158,269	\$181,915	\$206,033	\$230,634	\$255,726	\$281,321	\$307,427	\$334,056	\$361,217	\$388,921
TAXABLE INCREMENT	\$405,263	\$474,808	\$545,744	\$618,099	\$691,901	\$767,179	\$843,962	\$922,282	\$1,002,167	\$1,083,651	\$1,166,764
Total Annual Tax Impact											
Sales Tax Revenues	\$40,798	\$48,958	\$81,596	\$81,596	\$81,596	\$81,596	\$81,596	\$81,596	\$81,596	\$81,596	\$81,596
Housing Set Aside Revenues	\$1,351	\$1,583	\$1,819	\$2,060	\$2,306	\$2,557	\$2,813	\$3,074	\$3,341	\$3,612	\$3,889
Agency Allocation of Increment	\$4,053	\$4,748	\$5,457	\$6,181	\$6,919	\$7,672	\$8,440	\$9,223	\$10,022	\$10,837	\$11,668
TOTAL REVENUES	\$46,202	\$55,288	\$88,873	\$89,837	\$90,821	\$91,825	\$92,849	\$93,893	\$94,958	\$96,045	\$97,153
Net Present Value of 10-Yr Revenues											
Discount Rate ^{2/}						3.64%					
NPV											\$775,432

Notes

1/ Assessed value of property increased by 2 percent per year as allowed under Prop 13.

2/ Discount rate based on 10-Year AA-rated municipal bond rate. Source: ValuBond, November 23, 2005

As seen in tables and summarized below, the residential scenario returns the greatest amount of tax revenues to the City and the redevelopment agency over time.

Net Present Value of 10-Year Projection
*Sales Revenues to City General Fund
 and Tax Increment Revenues to RDA*

Scenario	Description	NPV of Benefits
1	<i>Super Discounter – no improvements</i>	\$658,594
2	<i>Chain Discount Grocery Store – renovation</i>	\$775,432
3	<i>Residential – redevelopment of site</i>	\$5,823,780

Details for Scenario 1, see Exhibit 12, for Scenario 2, see Exhibit 13 and for Scenario 3, see Exhibit 14

APPENDIX

RECENT RETAIL SALES HISTORY

As shown in Table A-1, the cities of Camarillo and Oxnard have experienced significant growth in retail sales over the past five years with each city's sales growing at a rate that exceeds both the state and the County of Ventura. Oxnard, due in part to its large inventory of retail facilities, has recently overtaken the City of Ventura as the sales leader in this portion of the County.

As seen in Table A-2, Oxnard captures 43 percent of all sales within the sub-region consisting of the cities of Camarillo, Oxnard, Port Hueneme and Ventura. While Oxnard attracts sales at its larger retail centers from non-city residents, it is still primarily a local-serving retail destination. This is reflected in its per capita sales levels that closely match the statewide averages. (See Table A-3.) Nonetheless, Oxnard is second only to Camarillo in terms of its growth in per capita sales over the past five years. At a 2.4 percent annual rate of growth, Oxnard's position as the dominant retail center in the region should be easily maintainable for the foreseeable future.

Table A-4 illustrates the growth in retail sales outlets in the four cities reviewed. As of 2004, 35 percent of all retail outlets in this area were located in Oxnard and over the past five years, Oxnard has captured more than half of all the new growth in retail outlets within the sub-region.

Finally Table A-5 shows retail sales per outlet for each of the four cities. Oxnard is the clear leader with average sales-per-outlet far exceeding any of its neighbors as well as Ventura County and the state of California.

These five tables illustrate that Oxnard's position as the retail leader in the western Ventura County area is sizable and should continue well into the future. For the past five years, the city has managed to add to its total retail outlets by an average of 53 per year while increasing total sales by an annual inflation-adjusted

4.7 percent. This surpasses the performance of the county and the state, as well as the city of Ventura.

Table A-1
Taxable Retail Sales
Retail Stores Only
Thousands of Inflation-Adjusted \$

City	2000	2001	2002	2003	2004	Annual % Growth
Camarillo	589,302	601,791	609,134	667,313	714,924	4.9%
Oxnard	1,514,103	1,597,998	1,683,242	1,773,258	1,820,802	4.7%
Port Huenme	57,868	57,461	57,131	58,646	61,854	1.7%
Ventura	1,509,694	1,489,776	1,505,111	1,555,378	1,631,449	2.0%
Total	3,670,966	3,747,026	3,854,617	4,054,594	4,229,029	3.6%
Ventura County	7,322,291	7,462,133	7,585,170	7,972,397	8,306,646	3.2%
State of California	323,202,092	320,318,104	319,821,611	330,833,876	348,942,122	1.9%

Note

2004 sales estimated based on first three quarters of published data.

Source: California State Board of Equalization

Table A-2
Taxable Retail Sales
Retail Stores Only
Share of Total Taxable Sales within East Ventura County

City	2000	2001	2002	2003	2004
Camarillo	16%	16%	16%	16%	17%
Oxnard	41%	43%	44%	44%	43%
Port Huenme	2%	2%	1%	1%	1%
Ventura	41%	40%	39%	38%	39%
Total	100%	100%	100%	100%	100%
Submarket Share of					
Ventura County	50.1%	50.2%	50.8%	50.9%	50.9%
State of California	1.1%	1.2%	1.2%	1.2%	1.2%

Note

2004 sales estimated based on first three quarters of published data.

Source: California State Board of Equalization

Table A-3
Per Capita Taxable Retail Sales
Retail Stores Only
Inflation-Adjusted \$

City	2000	2001	2002	2003	2004	Annual % Growth
Camarillo	\$ 10.32	\$ 10.35	\$ 10.22	\$ 10.99	\$ 11.55	2.8%
Oxnard	\$ 8.89	\$ 9.13	\$ 9.38	\$ 9.72	\$ 9.76	2.4%
Port Hueneme	\$ 2.65	\$ 2.61	\$ 2.60	\$ 2.68	\$ 2.79	1.3%
Ventura	\$ 14.96	\$ 14.62	\$ 14.61	\$ 14.87	\$ 15.49	0.9%
Total	\$ 36.82	\$ 36.71	\$ 36.81	\$ 38.27	\$ 39.59	1.8%
Ventura County	\$ 9.72	\$ 9.73	\$ 9.71	\$ 10.04	\$ 10.32	1.5%
State of California	\$ 9.54	\$ 9.30	\$ 9.11	\$ 9.27	\$ 9.62	0.2%

Note

2004 sales estimated based on first three quarters of published data.

Source: California State Board of Equalization and California State Department of Commerce

**Table A-4
Annual Growth in Retail Outlets**

City	2000	2001	2002	2003	2004	Annual % Growth	Total	Share of Growth
Camarillo	662	694	681	701	719	2.1%	57	12%
Oxnard	1,219	1,286	1,413	1,429	1,485	5.1%	266	56%
Port Huenme	113	114	119	121	120	1.5%	7	1%
Ventura	1,810	1,947	1,889	1,926	1,953	1.9%	143	30%
Total	3,804	4,041	4,102	4,177	4,277	3.0%	473	100%
Ventura County	7,112	7,507	7,647	7,872	8,036	3.1%	924	--
State of California	380,414	399,102	422,301	474,316	470,257	5.4%	89,843	--

Note

2004 estimate based 2004 Q3 published data.

Source: California State Board of Equalization

Table A-5
Average Taxable Retail Sales Per Outlet
Retail Stores Only
Thousands of Inflation-Adjusted \$

City	Thousands of Inflation-Adjusted \$				Annual % Growth
	2000	2001	2002	2003	
Camarillo	\$ 890	\$ 867	\$ 894	\$ 952	2.8%
Oxnard	\$ 1,242	\$ 1,243	\$ 1,191	\$ 1,241	-0.3%
Port Huenme	\$ 512	\$ 504	\$ 480	\$ 485	0.2%
Ventura	\$ 834	\$ 765	\$ 797	\$ 808	0.0%
Total	\$ 3,478.46	\$ 3,378.95	\$ 3,362.59	\$ 3,485.10	0.7%
Ventura County	\$ 1,030	\$ 994	\$ 992	\$ 1,013	0.1%
State of California	\$ 850	\$ 803	\$ 757	\$ 697	-3.3%

Note

2004 sales estimated based on first three quarters of published data.

Source: California State Board of Equalization and California State Department of Commerce

Table A-6
Estimated Sales Tax From Service Station

STEP 1 - Current Weighted Average Retail Price Per Gallon - Ventura County

Grade	Average Price	U.S. Average
	Per Gallon - Oct. 2005 1/	Sales Mix - July 2005 2/
Regular	\$ 2.799	80.5%
Midgrade	\$ 2.899	10.4%
Premium	\$ 2.999	9.1%
Average	\$ 2.828	100.0%

STEP 2 - Estimate of Wholesale Price Per Gallon, Excise Taxes and Sales Taxes

Ventura County Sales Tax Rate

7.25%

Components of Retail Gas Price

	Cost Per Gallon	Share of Per Gallon Cost
Wholesale Value	\$ 2.286	80.8%
Federal Excise Tax 3/	\$ 0.184	6.5%
State Excise Tax 3/	\$ 0.180	6.4%
State UST Tax 3/	\$ 0.012	0.4%
Sales Tax at 7.25% of wholesale value 4/	\$ 0.166	5.9%
	\$ 2.828	100.0%

STEP 3 - Estimate of Annual Gasoline Sales at Station

Estimated Average Monthly Gallons Sold by Station 5/	135,000
Annualized Average	1,620,000
Gross Sales of Gasoline Based on Current Average of \$2.828 Per Gallon	\$ 4,580,816
Check: Retail Gas Sales in Oxnard -- 2004 Q3 6/	\$ 34,329,000
Total Number of Service Stations in Operation	\$ 33
Generalized Average Sales Per Station - Quarterly	\$ 1,040,273
Estimated Annual Average Sales Per Station	\$ 4,161,091

STEP 4 - Estimate of Sales Tax Revenue to City of Oxnard

Gross Annual Gasoline Sales at Station (rounded)	\$ 4,581,000
Total Annual Sales Tax Revenue (State and Local) at 5.9% of Gross Sales	\$ 268,494
City of Oxnard Portion of Sales Tax Revenue	$= (1.00\% / 7.25\%)$ 13.8%
City of Oxnard Portion of Total Tax Revenue	\$ 37,034

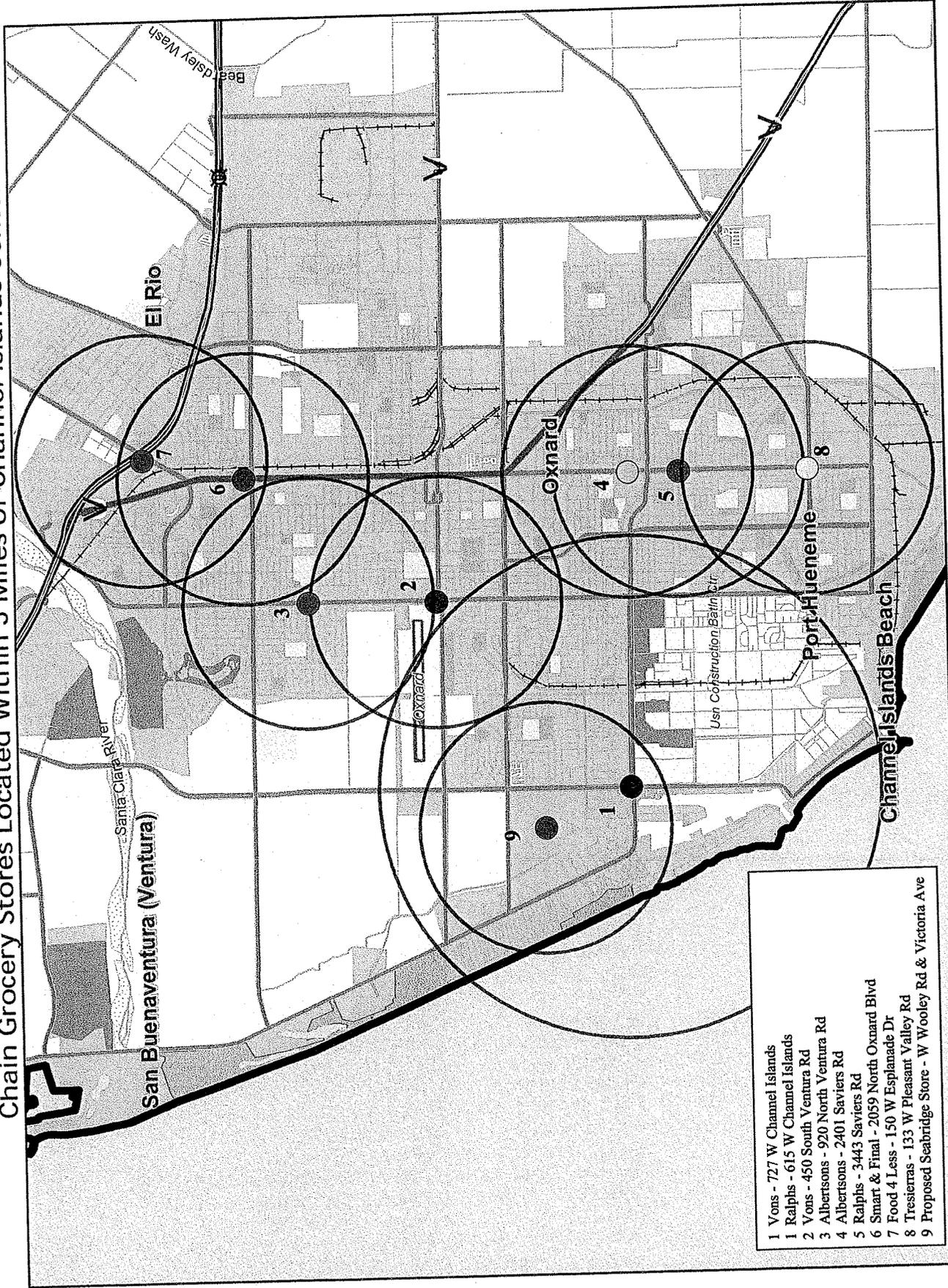
STEP 5 - Estimate Taxable Sales Per Square Foot of Gas Station Area

Station Area (sf of building)	\$ 1,890
Gross Sales Per Square Foot of Station Area	\$ 2,424
Percent Subject to Sales Tax	80.8%
Total Taxable Sales Per Square Foot	\$ 1,959
City of Oxnard Sales Tax Revenue Per Square Foot of Station Area	\$ 19.59

NOTES:

- 1/ Average price per gallon as of October 28, 2005; "Retail Gasoline and Diesel Price Report", JLZ Business Services at www.jlz.com
- 2/ "U.S. Refiner Motor Gasoline Volumes by Grade and Sales Type - Sales to end users through retail outlets" Energy Information Association, 2005
- 3/ California Energy Commission
- 4/ California State Board of Equalization
- 5/ Tucker Investment Group
- 6/ California State Board of Equalization

Exhibit 7
 Chain Grocery Stores Located Within 5 Miles of Channel Islands Center



- 1 Vons - 727 W Channel Islands
- 1 Ralphs - 615 W Channel Islands
- 2 Vons - 450 South Ventura Rd
- 3 Albertsons - 920 North Ventura Rd
- 4 Albertsons - 2401 Saviers Rd
- 5 Ralphs - 3443 Saviers Rd
- 6 Smart & Final - 2059 North Oxnard Blvd
- 7 Food 4 Less - 150 W Esplanade Dr
- 8 Tresserras - 133 W Pleasant Valley Rd
- 9 Proposed Seabridge Store - W Woolley Rd & Victoria Ave

NOTE: Trade area for Point #1 comprises 2 large grocery stores, effectively increasing the trade area boundaries.
 Source: Economics Research Associates

ATTACHMENT D
Initial Study and Mitigated Negative Declaration



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

**INITIAL STUDY
MITIGATED NEGATIVE DECLARATION 07-07**

Courtyard at Mandalay Bay Condominium Project

PZ 06-620-05 (General Plan Amendment)
PZ 06-570-09 (Zone Change)
PZ 06-300-12 (Vesting Parcel Map)
PZ 06-500-14 (Special Use Permit)

Northeast corner of Victoria Avenue and Hemlock Street
November 9, 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 2007 State CEQA Guidelines. Section 15063(c) of CEQA Guidelines indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (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:
 - (A) Focusing the EIR on the effects determined to be significant;
 - (B) Identifying the effects determined not to be significant;
 - (C) Explaining the reasons why potentially significant effects would not be significant; and
 - (D) 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, the City of Oxnard (City) 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, the City'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, air quality thresholds adopted by the City of 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: Courtyard at Mandalay Bay Condominium Project
2. Lead Agency Name and Address: City of Oxnard, Planning Department, 305 West Third Street, Oxnard, CA 93030
3. Contact Person and Phone Number: Kathleen Mallory, AICP, Project Planner at (805) 385-7858
4. Project Location: Northeast corner of the intersection of South Victoria Avenue and Hemlock Street in Oxnard, California; more specifically Assessor Parcel Number (APN)s 187-0-060-105 (existing service station site) and 187-0-060-095 (Channel Islands Shopping Center).
5. Project Applicant Name and Address: The Courtyard at Mandalay Bay, LLC, 5010 Parkway Calabasas, Suite 105, Calabasas, CA 91302
6. General Plan Designation: Existing: Neighborhood Commercial; Proposed: Medium Density Residential (13-18 DU/Acre).
7. Zoning: Existing: General Commercial (C-2); Proposed: Garden Apartment Zone, Planned Development (R-3-PD).
8. Description of Project: The proposed project involves an application for the following approvals: a General Plan Amendment, Zone Change, Vesting Parcel Map, and Special Use Permit for a proposed medium density housing development on APNs 187-0-060-105 (existing service station site) and 187-0-060-095 (existing shopping center site). Approval of the aforementioned permits would enable the demolition of existing development, site remediation, and future construction of 116 for sale residential units at the northeast corner of South Victoria Avenue and Hemlock Street. The street addresses involved are: 1900 and 1960 Victoria Avenue, 1830A and B Victoria Avenue and 3701, 3705, 3711, 3719, 3721, 3723, 3725, 3725A, 3735, 3741, 3743, 3745, 3747, 3749, 3751, 3753A, 3753, 3757A and 3761 Hemlock Street. The project would require the demolition of the existing service station and shopping center. The entire project site is approximately 7.72 gross acres and is located entirely within the City of Oxnard.

Interior streets would be created for circulation purposes and emergency vehicle access. The existing striping and the median on Hemlock Street would require modifications as directed by the City during the final design stage of the project. The existing alley on Newport Way would remain and the existing shopping center's driveways would be removed during the demolition process. Sidewalk and landscaping improvements would take place along South Victoria Avenue and Hemlock Street.

The Applicant is requesting approval of a General Plan Amendment and Zone Change for the two parcels to allow for residential land uses. The existing General Plan designation on the site is Neighborhood Commercial and the proposed designation would be Medium Density Residential. The existing zoning on the entire 7.72 acre site (gross) is C-2 (General-Commercial). The proposed zoning would be R-3-PD Garden Apartment, Planned Development. Approval of this Zone Change would allow for a change in use from an existing commercial shopping center and gas station to residential land use. Approval of a Vesting Parcel Map is also requested to create a single lot with 116 condominiums ("Lot 1") from the two existing parcels on the 7.72 acre site. As required by Section 16-270 A. (2) of the Municipal Code, a Planned Development is required on the subject site given that it is located within a Redevelopment Zone. Given that the applicant proposes to modify certain development standards, a Special Use Permit is also requested and required.

The proposed construction of Lot 1 (6.54 acres (net)) would include the development of four residential development Plans (A, B, C, &D) for a variation in the unit sizes as follows:

Plan Type, Size, and Quantity		
Plan Type	Square Foot/Plan Type (SF)	Unit Quantity
A	1,187 SF	18
B	1,782 SF	34
C	1,997 SF	43
D	2,173 SF	21
Total Units	--	116

A total of 81,287 sq. ft. of street level open space is proposed, along with 4,731 sq. ft. of open space that would be provided via the private second story balconies, totaling 30.2% of the project site. A portion of the site area has been dedicated to street widening (50,706 sq. ft.) A total of 305 parking spaces would be required and provided in accordance with City requirements.

The applicant has applied for a Special Use Permit (SUP) for a Planned Residential Group (PRG). The applicant has applied for the following modifications:

- Front yard setback - from 20 feet to 10 feet on Victoria Avenue and 5 feet on Hemlock Street;
- Rear yard setback - from 25 feet to 5 feet on the easterly property line;
- Interior yard space – from individual yard space requirement of 15 feet by 15 feet; instead, each yard dimension has a dimension of 10 feet by 10 feet;
- Building separation – from height equal to the height of the taller structure or 35 feet; instead, a closest building 13 feet 8 inches;
- Balconies and patios – from patio minimum dimension of 10 feet by 10 feet; instead, sunrooms along Victoria Avenue, and in lieu of patios at ground level on Victoria and Hemlock, patios 8 feet 5 inches by 9 feet;

- Parking area landscaping – from 10 foot wide landscaping planter to 5 foot wide landscaping planter along north property line and no landscape planter along east property line; and
- Location of parking spaces – from within 150 feet of unit; to a maximum of 184 feet from unit building 5B.

9. Surrounding Land Uses and Setting: The proposed project site is part of the Via Marina Neighborhood. The site is flat and is currently being used as a commercial shopping center and gas station. The site is surrounded primarily by medium density apartments and single family homes, and active construction of medium density residential development (Seabridge) to the west. A Southern California Edison (SCE) transformer facility is located on the northwest corner of the Hemlock/South Victoria Avenue intersection, across the street from the project site.

Project Area Zoning, General Plan Designation, and Existing Land Use

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	C-2 Commercial	Neighborhood Commercial/HERO Redevelopment Plan	Gas Station and Commercial Shopping Center
North	R-3-PD Garden Apt. Planned Development	Medium: 13-18 Dwelling Units/Acre	Medium Density Residential
South	R-3 Multiple Family Zone (City of Port Hueneme)	1-2 Dwelling Units/Acre	High Density Residential, up to 25 du/acre
East	R-2-PD Multi-family Residential Planned Development	Medium: 13-18 Dwelling Units/Acre	Medium Density Residential
West	EC EC Coastal Energy Facility and CPC Coastal Planned Unit Community	Public Utility/ Energy Facility Miscellaneous Visitor Serving Mandalay Bay Specific Plan area	SCE Facility, Single Family Residences, and Seabridge Construction Area (for Medium Density Residential)

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, and the Regional Water Quality Control Board.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input 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 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 M. Mallory
Kathleen Mallory, AICP, Project Planner

Nov. 9, 2007
11/9/2007

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, as per CEQA Guidelines 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 type="checkbox"/>	<input checked="" type="checkbox"/>
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (2020 General Plan, VIII - Open Space/ Conservation Element; XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1-3) Victoria Avenue is designated a scenic corridor, by the City's 2020 General Plan. The project site (particularly the corner of South Victoria Avenue and Hemlock Street) is considered the gateway into the City of Oxnard from the City of Port Hueneme and the Channel Islands Harbor area.

The existing visual character of the project site and its surroundings consist primarily of residential uses to the north, south, west and east, with the exception of the Southern California Edison facility to the immediate west of South Victoria Avenue. The current land use, a partially vacant shopping center (the Pleasant Valley Shopping Center) is a visual blight along the scenic view corridor of South Victoria Avenue, and is also identified by the Historic Enhancement and Revitalization of Oxnard (HERO) program as a blighted area. The proposed project design is consistent in scale

with other existing residential development in the vicinity of the project site. Implementation of the proposed project would enhance the aesthetic quality of the area, as the existing shopping center is underutilized and partially vacant.

Views of the surrounding topography are considered an important scenic resource of the City. Many of the City's north-south streets (including Victoria Avenue) serve as important view corridors to the foothills and mountains. Given that they allow long-range panoramic views that characterize the agricultural image of Oxnard and provide scenic views from urbanized areas of the City, these view corridors should be maintained and enhanced.

Use of landscaping improvements and varied architectural treatments and designs for the proposed project would substantially improve the visual quality and view corridors of the area to motorists and pedestrians. For example, in the "gateway" area on the corner of South Victoria and Hemlock Streets, a "corner monumentation plaza" would be constructed to provide a pedestrian-friendly entryway into the development that would contain planters, benches, and a wall to display public art. The City of Oxnard has an adopted "Art in Public Places" policy, which requires significant artworks in major new developments. As such, the proposed project would provide public art in the corner monument plaza, and therefore fulfill the community development standards to contribute to the art in public places program in the City of Oxnard.

The main entryway into the site from South Victoria Avenue would be constructed with brick pilasters and a metal arbor. Arbors would also be placed along pedestrian connection areas. The entire site would be landscaped wherever possible with a varied and attractive plant palette. Streetscape planting would be completed in accordance with the City's requirements. 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. Rather, the project is expected to have a beneficial effect on the visual quality of the area.**

- 4) The existing commercial shopping center and gas station currently contains an extensive lighting system, therefore implementation of the project and introduction of residential lighting would not create new or significant sources of light and glare beyond that which already exists on the site. The replacement of the partially vacant commercial shopping center and gas station with a 116 unit residential development would likely reduce the amount of nighttime lighting since directional lighting is proposed that would be typical exterior lighting for residences. Such lighting would be similar to that generated by the surrounding residential uses.

Conformance with City's outdoor lighting policies and plan check and approval by the project planner would ensure lighting impacts are minimized. **Therefore, no significant impacts related to lighting and glare are expected to result from this project. Impacts to light and glare are expected to be less than significant and no mitigation measures are required.**

B. AGRICULTURAL RESOURCES

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

Discussion:

- 1-3) The project site is currently a partially occupied commercial shopping center and gas station. The site is not planned or zoned for agricultural uses, nor is the site under an existing Williamson Act contract. The project area is surrounded by residential uses and a Southern California Edison plant. Implementation of the proposed project is not expected to affect the available use of existing agricultural lands in the City of Oxnard. **Therefore, implementation of the proposed project would have no potentially significant impact to agricultural resources and no mitigation measures are 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 checked="" type="checkbox"/>	<input type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; URBEMIS 2002 Computer Program)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; URBEMIS 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people? (FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; URBEMIS 2002 Computer Program)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1-4) According to the Ventura County Air Pollution Control District (VCAPCD), 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 VCAPCD to verify compliance with any VCAPCD permitting needs.

Short-term impacts: Potential short-term impacts to air quality would likely result from grading, demolition, and construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. Additionally, the proposed project could potentially expose construction workers to pollutants and excessive amounts of air-borne matter (see also Hazardous Materials discussion, Section G, for a discussion of potential pollutants). Standard conditions of project approval, as recommended by the VCAPCD, will be included to minimize such emissions and maximize dust suppression onsite.

Long-term impacts: According to trip generation analysis completed by RBF Consulting in March 2007 (Appendix A), the anticipated long-term impacts of the proposed project is forecast to generate less traffic than is currently generated by the partially vacant commercial shopping center and service station located on the project site. The City's adopted threshold for Reactive Organic Gases (ROG) and Nitrogen Oxide (NOx) emissions is 25 pounds per day (ppd). Project-specific emissions have been calculated using the URBEMIS 2002 Version 6.7 computer modeling program for Target Year 2007; the actual model runs are located in Appendix B. According to the traffic analysis, the project is anticipated to generate approximately 709 total average daily trips. This assumption was based upon 121 dwelling units. Since this time, the unit count has been reduced to 116 dwelling units. The traffic study provides a trip rate of 5.86 for each residential unit. The air emissions analysis was conducted based upon 116 residential dwelling units and utilized the APCD's standard trip rate of 6.90 for each residential unit. Utilizing the APCD's standards, the air emissions analysis was based on a higher number of total average daily trips (800.4), and resulted in approximately 17.52 pounds per day of ROG and 16.72 pounds per day of NOx, which would still not exceed the City's air quality thresholds.

The proposed project would not exceed state or federal air quality standards, would be consistent with all applicable air quality plans, and would not generate excessive odors or emit other pollutants that would result in a nuisance to surrounding properties. **Therefore, impacts to air quality would be less than significant and no mitigation measures are required. However, to ensure any potential air quality impacts are minimized, mitigation measures are recommended to be implemented.**

- 5) The proposed project would not involve the development of any land uses typically associated with the generation of nuisance odors. Therefore, implementation of the project is not expected to generate any odors.

Air Quality Mitigation Measures:

- C-1. The Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or

- operational modifications are found to be effective, the Developer shall immediately implement such devices or operational modifications on all construction equipment.
- C-2. At all times during demolition and construction activities, the 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, the 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, the 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, the 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, the 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, the Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.

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"/>

D. BIOLOGICAL RESOURCES

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

Discussion:

1-6) According to the City Of Oxnard's 2020 General Plan, 2020 General Plan EIR, and General Plan Update Background Report (2006) 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.

A horticultural survey was performed by Pacific Horticulture (2007) [Appendix C], and 61 trees were identified including the perimeter street trees. Ninety percent of the identified specimens are a mixture of four non-native palm species and the remaining trees consist of non-native pines and junipers. All of these trees would be removed during demolition of existing structures on the site, and the applicant would make every effort to give the trees to a willing recipient. The City of Oxnard has approved the Arborist's Report and agrees with the economic appraisal value of \$109,499 for the 61 trees to be removed. Incorporating (transplanting) existing palms, pines, and juniper into the new landscape design could reduce the impact of the \$109,400 tree appraisal value. However, the applicant has decided that storing and caring for the trees during the approval and construction process has too many variables including health and timing and would prefer to purchase new plant material. Therefore, the applicant would have to increase the size of the material by the appraised value. None of the trees are native or are specifically protected and therefore, **no adverse impacts to biological resources are anticipated and no mitigation measures are required.**

E. CULTURAL RESOURCES

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

Discussion:

1-4) The proposed project involves the redevelopment of a previous paved existing commercial shopping center. As such, no archaeological or prehistoric sites have been identified on the subject property as a result of historic grading and clearing. Although the creeks, river valleys, and flood plain in the general project area have supported a continuous cultural occupation for at least the last 8,000 years; the project area falls within the traditional lands of the Chumash Native American tribal groups. The project area does not include documented prehistoric or historic archaeological sites or artifacts. The Oxnard Plain on which the City lies has a history of human habitation for thousands of years. 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) indicate cultural resources have been found in various places throughout the City.

Prior to agricultural and industrial development in the area, the Oxnard Plain was crossed by numerous creeks, known locally as *barrancas*, extending from the Santa Clara River to the Santa Barbara Channel. After the advent of irrigated farming, the water table in the 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.

There is a minimal likelihood of buried cultural resources in the project area. The existing site has been disturbed by land-use activities that include prior grading for the existing commercial shopping center, road building, and the parking lot. The depth of grading for the existing development is unknown. 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 for the proposed development, however this is considered to be unlikely. If unanticipated archaeological resources are discovered during construction, they shall be addressed under the procedures set forth in CEQA Guidelines Section 15064.5(d). If cultural resources are encountered at the site during, project demolition and construction activities, mitigation measures described below would apply.

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 necessary.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Seismic-related ground failure, including liquefaction? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Landslides? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Result in substantial soil erosion, or the loss of topsoil? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

1-4) The City of Oxnard, 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 faults in the region including the Oak Ridge, Pitas Point-Ventura, Anacapa, and Malibu Coast faults. These potentially active faults 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. Soils onsite are characterized as the Camarillo-Hueneme-Pacheco Association: Level and nearly level, very deep, poorly drained loamy sands to silty clay loams (General Plan 2020, Open Space Element).

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). Liquefaction is an unstable ground condition in which water-saturated soils change from a solid to semi-liquid state because of a sudden shock or strain. The potential for liquefaction exists throughout most of the City because there is a thick section of alluvial deposits and a high groundwater level. The primary determinant for liquefaction in the Oxnard Plain is the depth of the water table, which is related to pumping from various water wells, and ranges from zero feet near the coastline to approximately 40 feet at the northeastern corner of the City.

The potential for landslides is considered minimal due to the relatively flat topography of the site. In addition, construction of the proposed project will involve grading and other site preparations activities that may result in short term wind driven soil erosion. With regular wetting of the soil during construction, implementation of the project is not anticipated to result in the significant loss of topsoil and no long term erosion impacts are anticipated.

Furthermore, grading plans and erosion control plans in accordance with the City's Grading Ordinance must be submitted for plan check and approval by the Land Development Engineer prior to any final approval of the project. **Therefore, with implementation of an approved grading plan and erosion control plan, impacts to geology and soils would be less than significant and no mitigation measures are required.**

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. HAZARDS AND HAZARDOUS MATERIALS

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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Would the project:

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"/>
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Discussion:

- 1-3) The County of Ventura and Incorporated Cities Hazardous Waste Management Plan estimates that approximately 12,609 tons of hazardous wastes per year are generated within the City of Oxnard. Present day volumes would be anticipated to double by the year 2020 under the 2020 General Plan. There are no Class I (hazardous) landfills in Ventura County. These wastes are currently being exported from the County and taken either to disposal, treatment, or recycling facilities in other counties. Users and producers of hazardous wastes and materials must obtain permits through the County. These permits must specify the types and amounts of materials used and how they will be transported, stored, used, and disposed.

The proposed project would not create a significant a significant hazard to the public or the environment through the routine transport, use or disposal of hazards materials. Hazardous materials would not be permitted to be stored on site during the demolition or construction phases of the project. Once the residences are constructed, routine items used for residential purposes, such as household cleansers, garden herbicides, and similar items would be present on site. The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable up-set and accident conditions involving the release of hazardous materials into the environment. Moreover, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Although the demolition phase of the project has the potential to emit hazardous materials into the environment, with mitigation measures described below the proposed project would not represent a significant impact.

Three sites are identified as having potential contaminated soil at the project site include: a dry cleaning facility, the Chevron service station, and a former outboard boat motor repair facility. This section summarizes the findings and recommendations of several surveys associated with the project site. All reports are on file with the City of Oxnard, Planning Department.

Dry cleaning Facility

A dry cleaning facility is located in the shopping center on the northeast portion of the property. A summary and review of the environmental site assessments was conducted by Rincon Consultants,

Inc. in February 2007. Based on the results of the site assessments conducted by Padre Associates in 1998 of the Alamar Dry Cleaner at the project site, tetrachloroethene (PCE) and trichloroethene (TCE)-impacted soil was detected. In the past, PCE was a commonly used dry cleaning solvent. Contamination at dry cleaner sites usually occurred from spills and leaks of the solvents. The soil with PCE and TCE was confined to an area located towards the eastern end of the drycleaner facility and was detected to depths of up to 14 and 15 feet below grade. A thick clay layer starting at about 12 to 14 or 15 feet below grade was preventing any further vertical migration of the PCE and TCE. In 1999, excavation of the site beneath the drycleaner was conducted. An estimated 130 cubic yards of contaminated soil were removed from the site. The bottom of the excavation was 14 feet below grade. Confirmation soil samples collected from the base of the excavation indicated that remaining concentrations of PCE and TCE ranged up to 99 micrograms per kilogram ($\mu\text{g}/\text{kg}$) PCE and 189 $\mu\text{g}/\text{kg}$ TCE. The remaining PCE concentrations were below the Los Angeles Regional Water Quality Control Board (RWQCB) target cleanup level for inaccessible areas (100 $\mu\text{g}/\text{kg}$). Except for the detection of 189 $\mu\text{g}/\text{kg}$ in one of the confirmation samples, the remaining TCE concentrations were also below this target cleanup level.

During excavation, dewatering was conducted at the site. A total of 8,360 gallons of groundwater was removed. A groundwater sample collected from the excavation contained 15 micrograms per liter ($\mu\text{g}/\text{l}$) PCE. The excavation was lined with filter fabric, backfilled with pea gravel up to 6 feet below grade, and a one-foot thick layer of concrete was placed above the pea gravel. A vapor barrier and 2-inch diameter PVC passive vent system was installed above the concrete layer. The vent reportedly extends above the east wall of the building through the roof. Clean imported silty sand was placed above the vent system up to the surface level. A concrete slab was then replaced above the backfilled excavation.

Following the excavation, four groundwater monitoring wells were installed at the site. Groundwater was encountered at above 7 feet below grade. The wells were screened from 5 to 17 feet below grade. The groundwater monitoring wells were sampled in March 2000 and March 2001. TCE was not detected in the groundwater. PCE was detected at concentrations of 2.4 and 1.6 $\mu\text{g}/\text{l}$ (in 2000 and 2001, respectively).

The RWQCB issued a No Further Action required letter for the dry cleaner site in July 13, 2001.

In August 2002, June 2004 and August 2005 three of the four groundwater monitoring wells (MW-1, MW-2, and MW-3) were sampled. TCE was not detected in the groundwater samples. PCE was detected in 2002 and 2004 at concentrations of 1.9 and 1.4 $\mu\text{g}/\text{l}$, respectively. PCE was not detected in the August 2005 sampling event. The most recent sampling interval (May 2007) showed no detectable concentrations of either TCE or PCE.

Groundwater ingestion is not considered an exposure pathway of concern for potential health risks of remaining contamination beneath the site since the shallow perched groundwater below the site will not be used to supply water for the proposed development. Soil ingestion is also not considered an exposure pathway for concern since the remaining contamination is located at 14 feet below

ground surface. Inhalation of volatilized airborne emissions that may enter enclosed interior spaces is the primary exposure pathway of concern. While the most recent ground water sampling results show no detectible levels of PCE or TCE, the site has not yet been issued formal closure by Ventura County Environmental Health Department (VCEHD) for residential use. Mitigation measures identified below (to be implemented in the absence of agency closure) **are** intended to ensure that if any additional residual contamination is still present in the soil or groundwater, that it would not significantly impact future site occupants.

Service Station

A second potentially contaminated site is located at the Chevron service station located on the intersection of Hemlock Street and Victoria Avenue. According to site assessments reviewed by Rincon Consultants, Inc. in February 2007, leaking underground storage tanks (USTs) were removed and replaced at the site in 1989. Soil samples collected from the UST pits indicated the presence of gasoline contamination (up to 250 milligrams per kilogram (mg/kg) total petroleum hydrocarbons as gasoline (TPH-g) and 8 mg/kg benzene). About 4,500 gallons of liquid were removed from groundwater recovery well RW-1 during the excavation of the site. In addition, pea gravel and soil removed during the tank removals were reportedly used as backfill in the former gasoline UST excavation. Prior to the tank removals, several site assessments were conducted at the site in 1982, 1987, and 1989. Following removal of the tanks, additional site assessments were conducted in 1990 and 1991. The site assessments included the completion of soil borings, groundwater monitoring wells, vapor extraction wells and vapor monitoring points at the site. In 1996 piping and dispenser upgrades were conducted and over excavation of about 90 cubic yards of impacted soil was removed from beneath and adjacent to the northwest and eastern dispensers. Only minor concentrations of benzene (0.53 mg/kg) and no MTBE were detected in the confirmation soil samples collected and analyzed during the piping and dispenser upgrades. In 2000 three of the onsite monitoring wells were overpurgued. A total of 1,073 gallons of groundwater were removed.

Groundwater monitoring was conducted at the site from 1989 to 2003. Historically contamination has been found in the vicinity of the former gasoline UST pit in samples collected from RW-1. Concentrations in this area show a decreasing trend in 2000. The other monitoring wells did not indicate persistent levels of TPH-g or benzene, toluene, ethylbenzene and total xylenes (BTEX). Analysis for MTBE was initiated during fourth quarter of 1996. Concentrations of MTBE did not exceed 14 µg/l in any of the groundwater monitoring wells. In May 2003 the groundwater sampling event was conducted and the sample collected from RW-1 was the only sample showing concentrations of contaminants of concern above the laboratory detection limit as follows: 28 µg/l ethylbenzene, 14 µg/l xylenes, 7.7 µg/l MTBE and 35 µg/l TBA.

In a letter to the Los Angeles RWQCB from the Ventura County Environmental Health Division (VCEHD), site closure was recommended. The VCEHD conducted a health risk assessment of the site which indicated that the known contamination beneath the site should not pose a threat to human health or the environment. Based on the VCEHD recommendations, the RWQCB granted closure for the site in March 2004 and the groundwater monitoring wells at the site have been

abandoned. However, since the proposed land use has changed to residential, additional analyses are required to ensure no potentially significant adverse human health risks would occur with project implementation. Mitigation measures discussed below are intended to mitigate residual risk and are to be implemented, if necessary, in the absence of specific agency closure for residential use.

In 2005 additional soil and groundwater sampling was conducted at the site by SECOR International Inc. Soil and groundwater samples were collected at depths of 5 and 10 feet below grade from 11 Geoprobe soil borings advanced at the site. TPH-g was detected in five soil samples with a maximum concentration of 3,300 mg/kg detected in a 10 foot sample collected beneath one of the dispensers. TPH-d (diesel petroleum hydrocarbons) was detected in six soil samples with a maximum concentration of 2,500 mg/kg detected in a 10 foot sample collected beneath one of the dispensers. TPH as motor oil (TPH-o) was detected in eight soil samples with a maximum concentration of 3,700 mg/kg in a 10 foot sample collected from beneath one of the hoists. Benzene and toluene were not detected in the soil samples. Maximum concentrations of 40,000 µg/kg ethylbenzene and 32,000 µg/kg xylenes were detected in a soil sample collected at a depth of 10 feet below grade beneath one of the dispensers. TPH-g was detected in the grab-groundwater samples collected from the Geoprobe borings. TPH-g was detected in one sample (110 µg/l) and MTBE was detected in three samples with concentrations ranging from 7.9 to 50 µg/l.

Overall, hydrocarbon impacted soil and groundwater remain beneath the Chevron service station site. During site redevelopment to residential use, the underground storage tanks will need to be removed and the site assessed for contamination and appropriately remediated. Mitigation measures are included below to ensure that if any additional residual contamination is still present in the soil or groundwater, that it would not significantly impact future site occupants. Engineering measures would be implemented, if necessary, in the absence of agency closure for residential use.

Motorboat Repair Facility

A third site is located at the former outboard motorboat repair facility that was located on the northeastern corner of the shopping center site. The repair facility reportedly used a Safety-Kleen solvent unit for parts washing. A soil gas assessment in the vicinity of the former repair facility was conducted in 2002. Soil gas samples were collected from eight soil gas probes installed to depths of about 5 feet below grade at the site. Soil gas samples were collected from the probes at total depth. The soil gas samples were analyzed for VOCs. VOCs were not detected in any of the soil gas samples collected in the vicinity of the former outboard boat motor repair facility. Based on the soil gas assessment, it appears that operations at the former repair facility did not adversely affect the soil beneath the repair facility.

An asbestos survey was conducted by Citadel Environmental Services on behalf of Tucker Investment Group in 2003. Asbestos containing materials (ACMs) were identified in building materials located throughout the site. Asbestos was reported to be present in quantities of greater than one percent in representative bulk samples of select materials identified in several onsite structures: Trace amounts of asbestos (less than one percent) was reported to be present in select

materials identified throughout the onsite structures. Asbestos was assumed to be present in the following materials: roof field membrane, roof parapet, roof mastic, HVAC duct sealant and tenant space #3711. Citadel concluded that at the time of the survey and assessment, the ACMs identified were observed to be in good condition. The non-friable ACMs (e.g., vinyl flooring, sheet flooring materials, mastic, wall joint compound, cement wall board, and exterior stucco) are not anticipated to pose a significant exposure hazard in their current condition. ***However, upon commencement of demolition, these materials could become a health hazard which is a potentially significant adverse impacts and mitigation is required.***

- 4) The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. ***Therefore, implementation of the project would not create a significant hazard to the public or the environment.***
- 5-6) The project area is not located within an airport approach or clear zone adjacent to the Oxnard Airport, as depicted on Figure IX-4 of the Safety Element of the City of Oxnard 2020 General Plan, nor is it located near a private airstrip. ***Therefore, significant airport hazards are not anticipated.***
- 7-8) The proposed residential project would not interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would not 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.

Mitigation Measures:

- G-1. Dry Cleaner Portion of the Property. Following termination of the lease for the dry cleaning business and the removal of all the dry cleaning equipment, a health risk assessment shall be conducted for the drycleaner site if it is determined to be necessary by VCEHD. The health risk assessment would consider the possibility of volatilization of chemicals in soil and groundwater to indoor and outdoor air. Following the completion of the health risk assessment, if unacceptable health risks are found to be present given the proposed development plan, engineering controls would be implemented to mitigate health risks to acceptable levels. The report and controls shall be reviewed and approved by VCEHD or agency designated by VCEHD.
- G-2. Service Station Portion of the Property. Upon termination of the gasoline station's lease, all fuel storage and dispensing equipment shall be removed and the site remediated to an acceptable residential standard under the standard protocols of VCEHD. This may include additional subsurface sampling to define the levels and location of residual contamination that remain after removal of onsite equipment. Following completion of the assessment phase, a remedial action phase would be conducted if needed. This may include remedial actions such as soil removal, soil vapor extraction, air sparging, or ground water pump and treatment. All remedial actions shall be performed by qualified professionals licensed to perform such activities and under the standard protocols of VCEHD. If upon completion of the remedial action phase, residual levels of contamination remain in place, an updated health risk assessment shall be prepared to demonstrate

that is suitable for residential use. The health risk assessment shall consider the possibility of volatilization of chemicals from soil and groundwater to indoor and outdoor air. Following the completion of the health risk assessment, if unacceptable health risks are found to be present on this portion of the property given the proposed development plans, engineering controls will be required to be implemented to mitigate the health risks to acceptable levels. A common and effective engineering control is to install a sub slab vapor barrier beneath onsite structures that are located over contaminated soil or contaminated groundwater. It is anticipated that this component of the project would occur as the final phase of the development and that other phases of development on other portions of the property may occur in advance of site remediation on this portion of the property. The City shall not issue the building permits for this final phase of development on this portion of the property until such time that the site has either been remediated to within acceptable residential use standards or an effective soil vapor engineering control (such as an impermeable barrier) is approved by VCEHD.

- G-3. All category I/Class non-Friable ACMs shall be removed prior to initiation of demolition activities onsite and VCAPCD shall be notified prior to initiation of demolition activities. All asbestos removal shall be performed by an experienced, State-licensed and Cal/OSHA registered asbestos contractor under the guidance of an independent, California Certified Asbestos Consultant. The Consultant shall be responsible for designing engineering controls used to control airborne asbestos contamination, visual inspections of engineering controls, and ambient air monitoring to determine airborne fiber levels. In addition, the Developer is responsible for transmitting information concerning the location, condition, and quantity of known asbestos-containing materials to those that may come into contact with the materials, including contract employees and/or tenants.

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

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 hazards and hazardous materials. **Therefore, with the inclusion of the aforementioned mitigation measures, no significant impacts to hazards and hazardous materials are anticipated.**

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input 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
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"/>
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, 3-6) The existing project area is covered with the impermeable surfaces of asphalt pavement parking lots, concrete sidewalks, and buildings associated with the commercial shopping center and a gas station. The entire site drainage flows to an existing storm drain system at the southwest corner of the site. The northwest portion of the site drains to Victoria Avenue and then south to an existing catch basin. The middle portion of the site drains to Hemlock Street and then to an existing catch basin on Hemlock Street. The northeast portion of the site drains to the existing public alley and then to Hemlock Street. Once the proposed project is constructed, the majority of the site drainage would drain from the residential lots to the interior street curb and gutters. The interior street curb and gutters would drain into catch basins and then conveyed the water to existing catch basins in Victoria Avenue and Hemlock Street via the proposed storm drain pipe. However, the proposed project would not substantially alter the existing drainage pattern of the site or area, since the site drainage discharge quantities and patterns would remain similar to the existing condition.

Absorption rates, drainage patterns, and runoff rates of the subject site and surrounding areas would be minimally affected by impervious surfaces on-site. The onsite drainage and runoff patterns would be changed slightly by the proposed conceptual drainage improvements associated with the residential project. The treatment of the storm water would be done with three different methods: grass swale filter, porous landscape detention, and infiltration trench. The drainage improvements included in the proposed project would provide adequate drainage for the site during a 10-year storm event. The drainage would be routed to ribbon gutters within the proposed development's interior streets and finally to onsite inlets that will capture the 10-year storm flows. Most of the site drainage would ultimately flow to the storm drain system inlets at the corner of Victoria Avenue and Hemlock Street.

The City of Oxnard currently uses City storm drain facilities, which are maintained by the Public Works Department Operations Division, and County of Ventura flood control channels to handle storm water runoff. According to the City's 2020 General Plan, the site area drains into the Wooley Road Drain. The existing storm drain network does not have the capacity to accommodate increased runoff produced by full build-out of the City's 2020 General Plan. **However, since the site runoff would not increase with the proposed project, and associated drainage improvements would be required, impacts would not be considered significant.**

Water quality impacts associated with the proposed residential 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.

The proposed project would not alter the course of a stream or river in a manner which would result in substantial erosion or siltation on- or off-site. There are no wetlands in the vicinity of the project area.

The amount of impervious paving associated with the project would be similar to what currently exists in the commercial shopping center and gas station. The existing on site water runoff was calculated by RBF Consulting in July 2007 (Appendix E). Information was reported for a peak 10-year, 50-year, and 100-year flow rates. Future discharge from the proposed development would be less than present discharge from the commercial shopping center and gas station. The proposed project will be required to comply with the National Pollutant Discharge Elimination System (NPDES) program. As the proposed project would result in the grading, excavation and soil remediation, re-paving and other lot coverage, a Storm Water Pollution Prevention Plan (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. A SWPPP, which outlines plans to control storm water pollution during and after construction, is completed by implementing project-appropriate best management practices (BMPs). **With the inclusion of mitigation measures, impacts to hydrology and water quality would be reduced to less than significant.**

- 2) The project area would be served by City municipal water; the City obtains most of its water from the Calleguas Water District, which in turn purchases most its water from the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water Conservation District and City wells. In order to address water supply needs at a regional level, representatives of the City of Oxnard, the Port Hueneme Water Agency (PHWA), the United Water Conservation District (UWCD), and the Calleguas Municipal Water District (CMWD) meet regularly. A collective effort to ensure continued delivery of high quality water to the area has been initiated through the Groundwater Recovery Enhancement and Treatment (GREAT) Program; a new, regional groundwater desalination facility is associated with this program and is intended to serve Oxnard and Port Hueneme.

Implementation of the proposed residential project would result in approximately 464 (assuming 4.0 persons per unit per is recommended within the City's General Plan Update Background Report additional residents into the City. Based on an average per capita water demand rate of 155 gallons per day (gpd - General Plan Background Report Table 4-4), increased water demand would be approximately 71,920 gallons per day. According to the Background Report, water demand associated with commercial development is approximately 2,438 gpd. The proposed conversion of the approximately 71,928 square foot shopping center will actually result in a significant reduction in water demand given that the gpd water demand associated with commercial uses (2,438 gpd) is greater than the gpd water demand associated with residential development (155 gpd). According to the City's 2020 General Plan, water demand associated with buildout of Oxnard is anticipated to result in an annual demand of 39,750 AFY. Given the recent implementation of the GREAT program and the certified GREAT FEIR, the proposed increase in water demand associated with the project is not anticipated to result in a substantial increase in future anticipated City-wide water demand to City groundwater sources. The GREAT EIR is incorporated here by reference and is available on the City's website for review. Given the recent implementation of the GREAT program, the proposed increase in water demand associated with the project is not anticipated to result in a substantial increase in future anticipated citywide water demand to City groundwater sources. **Therefore, no impacts to hydrology and water quality are anticipated.**

- 7-9) According to the City's 2020 General Plan, the project site is not located in an area that has been identified as subject to 100-year flood (Figure IX-3, Safety Element). The proposed project would not 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. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam **Therefore, no significant impacts to hydrology and water quality due to these risks are anticipated.**
- 10) According to the City's 2020 General Plan, the project site is located in an area that has been identified as subject to tsunami (Figure IX-3, Safety Element). A tsunami is an ocean wave produced by offshore seismic activity. As a coastal city, there is always the potential for tsunami damage; development along the coastline has increased the risk. While most coasts along the Pacific Basin have a long history of tsunami damage, such damage to California has been relatively slight in recent historical times. **Given the unlikelihood of tsunami damage, no significant impact to hydrology and water quality due to this risk is anticipated.**

Mitigation Measures:

- H-1. Prior to issuance of a site construction permit, the applicant shall submit a drainage report to the City for review and approval. The report shall address changes in runoff patterns produced by construction of the project. The drainage report shall be prepared and signed by a California Registered Civil Engineer.
- H-2. The Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a building permit.
- H-3. Prior to issuance of a grading permit, the applicant shall obtain all necessary permits and install all required measures to ensure that flooding and storm water conveyance are mitigated to an acceptable level. The design of said improvement shall be subject to review and approval by the Development Services Department.

Monitoring: The Development Services Division shall review and approve the construction and grading permits prior to issuance of a site improvement permit.

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 hydrology and water quality.**

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1-3) The proposed project involves an application for the following approvals: a General Plan Amendment, Zone Change, Vesting Parcel Map, and Special Use Permit for a proposed medium density housing development on APNs 187-0-060-105 (existing service station site) and 187-0-060-095 (existing shopping center site) in the City of Oxnard. Approval of the aforementioned permits would enable the future construction of 116 condominium units. The entire project site is approximately 7.72 gross acres located at the northeast corner of the intersection of South Victoria Avenue and Hemlock Street in the Via Marina Neighborhood. The project site is located entirely within the City of Oxnard boundary limits and City of Oxnard sphere of influence area. The site is also identified by the Historic Enhancement and Revitalization of Oxnard (HERO) program as a blighted area.

The applicant is requesting approval of a General Plan Amendment and Zone Change to allow for residential redevelopment of the project site. The existing General Plan designation on the site is Neighborhood Commercial, and the proposed designation would be Medium Density Residential. The proposed density on the project is 17.56 dwelling units per net acre which is consistent with the Medium Density land use designation. The existing zoning on the entire 7.72 acre site (gross acres,

and 6.56 net acres) is General-Commercial (C-2). The proposed zoning would be R-3-PD Garden Apartment (Planned Development). Approval of this Zone Change would allow for a change in use from an existing commercial shopping center and gas station to residential, therefore no anticipated conflicts with the City's General Plan or zoning ordinance are anticipated with project approval. Approval of a Vesting Parcel Map is also requested to create a single lot ("Lot 1") from the 7.72 acre site (gross). A Special Use Permit is requested for modifications to specific development standards as follows:

The proposed construction of Lot 1 (6.54 acres (net)) would entail the development of four residential floor plans (A, B, C & D) for a variation in the unit sizes as shown in Table 1:

Plan Type, Size, and Quantity		
Plan Type	Square Foot/Plan Type (SF)	Unit Quantity
A	1,187 SF	18
B	1,782 SF	34
C	1,997 SF	43
D	2,173 SF	21
Total Units	--	116

All improvements would 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. However, since the proposed project requires both General Plan Amendment and a Zone Change, these requests must be approved before the project can be found consistent with existing policies.

The proposed project would not physically divide an established community. Existing land uses surrounding the subject property, including all General Plan and zoning designations are as follows:

SURROUNDING LAND USES		
Direction	Existing Land Use	General Plan and Zoning Designations
North	Medium Density Residential	Medium Density Residential/ R-3, Planned Development (PD)
South	R-3A, Multiple Family Zone (City of Port Hueneme)	High Density Residential (up to 25 du. acre)/ (City of Port Hueneme)
East	Medium Density Residential	High-Density Residential (LD)/Multi-Family Residential (R-2 PD) Planned Development
West	SCE Facility/ Single Family Residential/Active Construction for Medium Density Residential and Commercial (Seabridge)	Public Utility/Energy Facility/Coastal Energy Facility (EC)/Coastal Planned Unit (CPC)

The proposed project would provide an increased sense of community by alleviating the blighted conditions of the existing shopping center; as the proposed project is generally consistent with surrounding land uses and is not anticipated to adversely affect existing residential uses. Further, the project would 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 and no mitigation measures are required.**

J. MINERAL RESOURCES

Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Less than Significant Impact No Impact

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources)

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

1-2) The City of Oxnard’s 2020 General Plan outlines areas of mineral/sand/gravel deposits (Figure VIII-7 of the Open Space/Conservation Element). The project site contains MRZ-1 and MRZ-4 deposits, which are not considered significant deposits. 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. Project implementation would not result in the loss of availability of a known or locally important mineral resource. **Therefore, no impacts to mineral resources are anticipated and no mitigation measures are required.**

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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exposure of persons to or generation of excessive ground borne vibration or ground borne 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

K. NOISE

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

Discussion:

1-6) Potential noise impacts associated with the proposed project are related to proposed construction activities, project-related traffic, and on-site activities associated with the proposed use. Construction noise is governed by the City's Noise Ordinance and are listed in the City's 2020 General Plan – Noise Element. According to the Noise Element in the City's 2020 General Plan, the project site is located in an area designed with 65 A-weighted decibels (dBA) Community Noise Element Level (CNEL) in the year 2020.

In a noise assessment study completed by Veneklasen Associates in March 2007 (Appendix F), a 24-hour noise survey was performed on the noise levels for the interior and exterior of the proposed project. The measurement for noise was performed at a point on the west side facing Victoria Avenue and at an elevation of 15 feet where the balconies of the second floor units would be located. The measured levels would yield a CNEL value of 69.3 dBA (as measured at the balcony elevation level) while the ground levels are slightly lower. The noise levels are primarily controlled by the traffic on Victoria Avenue. There are no other major noise producing sources around the site.

Estimates of interior noise levels in the proposed units would be below the 45 dBA CNEL.

The entry doors for units facing Victoria Avenue are planned to be located on the west side of the structures. The frontal areas of these units on Victoria Avenue are not considered private outdoor spaces. However, the balconies facing Victoria Avenue are considered private exterior usable

spaces. The noise levels in these areas would exceed the CNEL 65 criteria standard and therefore the applicant has applied for approval of a Planned Residential Group/Special Use Permit to gain approval of meeting their private outdoor requirement through enclosure these patio areas to create sun rooms. The creation of sunrooms would only occur for those units facing Victoria Avenue.

Existing Conditions/Sensitive Receptors

The Project site is located on the northeast corner of South Victoria Avenue and Hemlock Drive in the Via Marina Neighborhood with the City. The primary noise sources in the vicinity of the project site are existing roadway noises originating from traffic traveling on South Victoria Avenue, which is a major arterial roadway in the City.

The City of Oxnard Noise Element of the General Plan states that the significance criteria for new residential development is 65 dBA CNEL as measured outdoors. Noise levels that exceed this threshold are considered significant impacts for the residential land uses subjected to the noise.

The California Code of Regulations (CCR), Title 24, Noise Insulation Standards, states that single and multi family dwellings located where the CNEL exceeds 60 dBA, must obtain an acoustical analysis showing that the proposed design will limit interior noise to less than 45 dBA CNEL. Worst case noise levels, existing and future, must be used for this determination. Future noise levels must be predicted at least ten years from the time of building permit issuance.

Construction Noise

Construction noise is governed by the City's Noise Ordinance, which limits construction activities to Monday through Saturday between the hours of 7:00 a.m. and 7:00 p.m. The maximum permissible level for construction activities is 65 dBA measured over 8 hours of continuous construction. This level is measured at or within the property lines of any property that is developed and used either in part or wholly for residential purposes.

Noise associated with traffic and/or other off-site noise generators is regulated under the City's Noise Element, which identifies exterior noise levels that are acceptable for various land uses. Usable outdoor areas (e.g., private yard areas, recreational open space areas, etc.) are subject to a maximum 65 dBA Community Noise Equivalent Level (CNEL) impact threshold. Residential land uses are not considered primary sources of significant noise.

Mitigation Measures:

- K-1. Construction times shall be limited to 7 a.m. to 7 p.m. Monday through 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.
- K-10. During construction of the project, the Developer shall post a sign in a visible location facing public access ways providing the telephone number and name of the job site superintendent in order to allow adjacent residents to lodge any noise complaints.
- K-11. 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: Short-term noise impacts would be generated by demolition, grading and construction activities; however, with mitigation measures short-term noise impacts will be reduced to less than significant levels. **With implementation of mitigation measures, no significant adverse effects relating to noise are anticipated.**

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 project area is located in the Via Marina Neighborhood, which is a predominantly residential setting and is currently served by a circulation system of highways, arterials and collectors. The proposed development would not induce growth, remove existing homes, or displace residents, since the project would provide additional housing units to the area. As such, the addition of 116 condominiums in the area would not be expected to induce substantial population growth in the area either directly or indirectly. All urban infrastructure services are presently provided in the vicinity of the project and all public services are available to serve the proposed project (see public services

section, below). While the project would result in the construction of 116 units (4.0 persons per unit per the United States Census Bureau for 464 residents total), this growth is not considered substantial. Although a slight increase in population would result; the development of this area would not trigger any thresholds which would require the development of new services to meet the needs of the current or future residents. **Therefore, no adverse impacts to population and housing are anticipated and no mitigation measures are required.**

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

Discussion:

- 1). **Fire.** 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. The project would be served by the Oxnard Fire Department, Station 6, located at 2601 Peninsula Road in Oxnard, and the response time to the site would be approximately 4.5 minutes. In addition, standard Fire Department conditions regarding driveway widths and lengths will be incorporated into the proposed project. **With the inclusion of standard Fire Department conditions, no adverse impacts on fire services are anticipated and no mitigation measures are required.**

- 2) Police. 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 must incorporate any Police Department design requirements (such as those pertaining to site access, site security, lighting, etc.) which will reduce demands for police protection 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) Schools. According to the 2020 General Plan, all proposed residential development would adversely impact existing schools in the City of Oxnard. Occupancy of the 116 residential units would generate additional students that would ultimately attend elementary and intermediate school in the Oxnard School District and high school in the Oxnard Union High School District (OUHSD).

The Oxnard School District uses a student generation factor for K-8 students of 0.387 students per single family detached unit and 0.110 for single family attached units. For this attached residential project, the 116 single family units would generate 12.76 new K-8 students. The OUHSD uses a student generation factor of 0.1914 students per unit. The 116 unit attached development project is expected to generate 22.20 new 9-12 students. Prior to issuance of a building permit, the applicant will be required to pay the required school impact fees in order to mitigate school impacts. **Therefore, with the payment of development fees, impacts to schools would be less than significant.**

- 4) Parks. The proposed project will include private recreational amenities. However, it is anticipated that future residents of this project will place additional demands on local and regional parks and recreational facilities. Prior to issuance of building permits, the applicant will be required to pay the required Quimby impact fees in order to mitigate the effects of these additional demands. **Therefore, with the payment of development fees, impacts to parks would be less than significant and no mitigation measures are required.**

5) **Public Facilities.** Water service to the site is currently provided by Calleguas Municipal Water District. The proposed project consists of the redevelopment of a site that has previously been developed. All required infrastructure is in place surrounding the site. Water will be provided to the development by the City of Oxnard’s Public Works Water Division, and wastewater disposal will be provided by the City’s Public Works Wastewater Division. 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*. The existing Central Library and community center facilities will be sufficient to meet the future needs of the City as identified in the 2020 General Plan. **Therefore, with the payment of impact fees, impacts to public facilities are considered to be less than significant.**

Mitigation:

- M-1. Prior to issuance of a building permit, Developer shall pay the required school impact fees in order to mitigate school impacts.
- M-2. Prior to issuance of building permits, Developer shall pay the required Quimby impact fees in order to mitigate the effects of these additional demands.
- M-3. Prior to issuance of a building permit, Developer shall pay the following development fees, if required: 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.

Monitoring: Planning Staff to collect fees prior to issuance of a Building Permit.

Result After Mitigation: With implementation of mitigation measures, no significant adverse effects relating to public services are anticipated.

N. RECREATION

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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N. RECREATION

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services)

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

1-2) The project would not remove any parkland or other recreational facilities and would provide open space and recreational opportunities for approximately 464 residents in the City. Recreational features include a main recreation area with a “tot lot” and fountain, as well as, a corner plaza/monument, totaling 12,500 SF in size. The project would generate additional users to the regional park system, as 116 new residential units would be built with implementation of the proposed project. Recreational amenities are present within the Seabridge project to the northwest of the project site. No significant demands on the existing recreational system are expected to be generated by the project. Cities and counties have been authorized since the passage of the 1975 Quimby Act (California Government Code §66477) to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The applicant would be required to pay Quimby fees as determined by the City of Oxnard. **Therefore, no significant adverse effects on the environment related to recreation are expected to result from the project and no mitigation measures are required.**

O. TRANSPORTATION/TRAFFIC

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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Would the project:

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"/>
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O. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 proposed condominium project consists of a 116 dwelling unit complex in the City of Oxnard located at the northeast corner of the South Victoria Avenue and Hemlock Street. The proposed condominium project would replace an existing shopping center and service station. According to a trip generation comparative analysis completed by RBF Consulting in March 2007 (Appendix A), the proposed project is forecast to generate fewer trips than are currently generated by the shopping center and gasoline station located on the project site. The traffic study assumed development of 121 units for the basis of the trip generation analysis. Since initial preparation of the traffic analysis, the unit count has been reduced to 116 units.

To calculate trips forecast to be generated by the proposed condominium project, *Institute of Transportation Engineers (ITE)* 2007 trip generation rates at 5.86 trips/dwelling unit were utilized. The report indicates the following:

The proposed condominium project is forecast to generate approximately:

- 709 daily trips, which include approximately 53 a.m. peak hour trips and approximately 63 p.m. peak hour trips.
- 1,268 less daily trips, which include approximately 66 less a.m. peak hour trips, and approximately 90 less p.m. peak hour trips when compared to the measured trip generation of the shopping center currently located on the project site;
- 1,696 less daily trips, which include approximately 76 less a.m. peak hour trips, and approximately 127 less p.m. peak hour trips compared to if the partially vacant shopping center was fully occupied; and
- 3,595 less daily trips, which include approximately 114 less a.m. peak hour trips, and approximately 305 less p.m. peak hour trips compared to if the project site was occupied by a typically operating shopping center.

The results of the analysis indicated the proposed condominium project is forecast to generate less trips, (even assuming a higher number of units than would be built) than are currently generated by the shopping center and gasoline station located on the project site. **Impacts on Transportation and Traffic are considered to be less than significant.**

- 5-6) The proposed residential development is designed according to City Fire Department regulations; and provides the number of visitor and resident parking spaces as required by the Oxnard Municipal Code residential parking requirements. A total of 305 parking spaces would be provided (232 residential plus 73 visitor spaces). **Therefore, the proposed residential development would have no impact on adequate emergency access or parking capacity, and would not conflict with adopted policies supporting alternative transportation.**
- 2-4,7) The proposed project would not exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways. The proposed project would not 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. The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. The proposed project would not result in inadequate emergency access. The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). Therefore, no significant adverse effects relating to Transportation and Traffic are anticipated. **As proposed, the proposed project would generate less traffic than the existing traffic levels and therefore lower traffic impacts than existing conditions at the site. Therefore, the project would not create any potentially significant impacts to transportation or traffic in the project area or vicinity and no mitigation measures are required.**

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"/>
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"/>

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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:

- 1-4). The project will create additional demand on existing utilities and service systems. As noted in Section H above, the developer will be responsible for installation of storm drainage improvements including storm water treatment devices to meet City standards. Water service to this area is currently provided by the City's Water Division and is located within the Calleguas Water District area. The project will not create any unusual demands on water supplies. Based upon average multipliers established in the City's *Water System Master Plan*, January 2003, the 116 unit condominium project is expected to use an estimated 17,980 gallons of water per day, including consumptive use, washing, toilet flushing, and landscape watering. Based upon the *Water System Master Plan*, the City has determined that it has sufficient water capacity to serve this and other planned urban development areas. The project site is currently located within Calleguas service boundary and annexation is not required. **Therefore, less than significant impacts to water service are expected.**
- 5). Wastewater Service to this area is provided by the City of Oxnard Wastewater Division. Based upon the *Water System Master Plan*, the City has determined that the wastewater treatment plant has adequate capacity to serve this project and other designated urban development lands in the City. **Therefore, less than significant impacts to wastewater services are expected.**
- 6&7). Standard conditions of approval will involve compliance with the City's recycling requirements, which are designed to address the landfill and solid waste management. The peak and average sewer flows for the proposed project would be 92 gallons per minute (gpm) which is equal to 0.21 cubic feet per second (cfs) and 40,559 gallons per day (gpd) equal to 0.06 cfs) respectively [Appendix G, RBF Consulting, 2007]. Although this flow amount would be greater than the existing flow (10,200 gpd) from the existing shopping center and gas station, the City of Oxnard would have the capacity to serve the proposed project for sewage disposal. Funding for sewer system improvements is derived from a combination of general fund monies and sewer connection fees. Sewer connection fees are assessed for every new development, and consist of two components: (1) treatment plant expansion; and (2) conveyance system improvements. The developer is also required to provide on-site sewer lines, and to extend or improve off-site sewer lines where necessary to serve that particular proposed development. Off-site improvements costs

borne by the developer are credited toward their connection fees. **Therefore, adequate sewage connections would be available to serve the project and no impacts would be anticipated.**

Q. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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>)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

1. The Proposed Project does not have the potential to degrade the quality of the environment, reduce the habitat of any sensitive plant or animal species, or eliminate important examples of California history or prehistory. No sensitive biological or cultural resources exist on the project site.
2. Implementation of the Proposed Project would not individually result in any significant impacts. Therefore, the project's contribution to cumulative impacts would be negligible.
3. As discussed in the prior sections mitigation measures have been incorporated into the proposed project to reduce all short term and long term impacts below significance thresholds. Therefore, the proposed project would not cause substantial adverse effects, either directly or indirectly, to human beings.

Based on this environmental analysis, the proposed project will not degrade the quality of the environment or have substantial adverse effects on human beings, either directly or indirectly.

Mitigation measures are either incorporated into the project or made a part of the Mitigated Negative Declaration Mitigation Monitoring and Reporting Program.

In view of the above analysis, it is determined that the project will not have a significant impact on the environment and an Environmental Impact Report is not required.

ADDITIONAL REFERENCES

1. California, State of, Air Resources Board, *URBEMIS 2002 Program*.
2. California, State of, Office of Planning and Research, *California Environmental Quality Act Statutes*, Sacramento, California: January 1, 2002.
3. California, State of, Office of Planning and Research, *Guidelines for Implementation of the California Environmental Quality Act*, Sacramento, California: February 1, 2001.
4. California, State of, Office of Planning and Research, *Planning, Zoning and Development Laws*, November 2000.
5. City of Oxnard, *The Municipal Code of the City of Oxnard - Zoning Ordinance*, current edition.
6. City of Oxnard, Community Development Department, Planning Division, *Zone Maps*, current edition.
7. Institute of Transportation Engineers, *Trip Generation Manual*, Seventh Edition, Washington, DC, 2003.
8. United States Federal Emergency Management Agency, National Flood Insurance Program, *FIRM Flood Insurance Rate Maps for the City of Oxnard*, October 1985.
9. City of Oxnard, Development Services, 2020 General Plan and associated EIR (all elements).
10. City of Oxnard General Plan Update Background Report (2006)
11. City of Oxnard, Public Works Department, *Master Sewer Plan*, current edition.
12. City of Oxnard, Public Works Department, *Master Drainage Plan*, current edition.
13. City of Oxnard, Public Works Department, *Master Water Plan*, current edition.
14. California State University - Fullerton South Central Coastal Information Center, *California Historical Resources Information System*, Department of Anthropology, Fullerton, California.

REPORTS AND STUDIES PROVIDED BY THE APPLICANT (ATTACHMENTS TO THIS REPORT)

15. URBEMIS 2002 Model Run for Project
16. Preliminary Drainage Report from RBF Consulting, July 9, 2007
17. Phase 1 Report from Rincon Consultants, February 27, 2007
18. Project trip generation analysis from RBF Consulting, March 8, 2007
19. Noise Study, Veneklasen and Associates, March 8, 2007
20. Horticultural tree survey from Pacific Horticulture, March 31, 2007
21. Sanitary sewer study from RBF Consultants, March 2007
22. Project plans

Appendix A

Traffic Study – RBF dated March 8, 2007



MEMORANDUM

To: Jason Samonte - City of Oxnard JN 10105626
From: Bob Matson - RBF Consulting
Date: March 8, 2007
Subject: Victoria/Hemlock Condominium Project Trip Generation Comparative Analysis

As you requested, this trip generation analysis memorandum has been prepared to determine whether the proposed Victoria/Hemlock 121 dwelling unit condominium project is forecast to generate more, less, or the same number of trips currently generated by the project site, which is currently occupied shopping center with a gasoline station. The proposed project will displace the land use currently located on the project site and the existing trips generated by the associated existing land use. If the proposed project is forecast to generate more trips than are currently generated by the project site, additional traffic analysis for the proposed project may be required.

The results of the analysis indicate the proposed condominium project is forecast to generate less trips than are currently generated by the shopping center and gasoline station located on the project site, and therefore, no additional traffic analysis is required for the proposed project.

Analysis

This memorandum consists of a trip generation analysis comparing the forecast a.m. peak hour, p.m. peak hour and daily trip generation of the proposed 121 dwelling unit Victoria/Hemlock condominium project with the following three existing shopping center site trip generation scenarios:

1. Measured existing shopping center site a.m. peak hour trips, p.m. peak hour trips and daily trips;
2. Adjusted existing shopping center site a.m. peak hour trips, p.m. peak hour trips and daily trips (measured existing shopping center trips adjusted to reflect full occupancy of the existing project site); and
3. Forecast existing shopping center site a.m. peak hour trips, p.m. peak hour trips and daily trips (assuming the existing shopping center site square footage operating as a typically operating shopping center; currently the site is an underperforming, partially vacant shopping center).

The comparison will determine whether the proposed Victoria/Hemlock condominium project is forecast to generate more, less, or the same number of a.m. peak hour trips, p.m. peak hour trips, and daily trips when compared to each of the three existing shopping center site trip generation scenarios.

PLANNING ■ DESIGN ■ CONSTRUCTION

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Proposed Condominium Project

The proposed Victoria/Hemlock condominium project consists of a 121 dwelling unit condominium project in the City of Oxnard located at the northeast corner of the Victoria Avenue/Hemlock Street intersection. The proposed condominium project would displace an existing underperforming, partially vacant shopping center with a gasoline station.

Forecast Trip Generation of Proposed Condominium Project

To calculate trips forecast to be generated by the proposed condominium project, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. Table 1 summarizes ITE trip generation rates used to calculate the trips forecast to be generated by the proposed condominium project.

Table 1
ITE Trip Generation Rates for Proposed Condominium Project

Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Residential Condominium/Townhouse (230)	du	0.07	0.37	0.44	0.35	0.17	0.52	5.86

Source: *ITE Trip Generation (7th Edition, 2003)*.

Note: du = dwelling units.

Table 2 summarizes trips forecast to be generated by the proposed condominium project utilizing the trip generation rates shown in Table 1.

Table 2
Forecast Trip Generation of Proposed Condominium Project

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
121 du Residential Condominium/Townhouse	8	45	53	42	21	63	709

Note: du = dwelling units.

As shown in Table 2, the proposed condominium project is forecast to generate approximately 709 daily trips, which include approximately 53 a.m. peak hour trips and approximately 63 p.m. peak hour trips.

Comparison Scenario One – Forecast Proposed Condominium Project Trip Generation Compared to Measured Existing Shopping Center Site Trip Generation

This scenario compares a.m. peak hour trips, p.m. peak hour trips, and daily trips forecast to be generated by the proposed condominium project with measured existing shopping center site a.m. peak hour trips, p.m. peak hour trips and daily trips.

Measured existing shopping center site a.m. peak hour trips, p.m. peak hour trips and daily trips were derived by collecting 24-hour vehicle counts at each of the eight driveways currently providing access

at the existing shopping center site on Tuesday March 6, 2007. The a.m. peak hour counts used in this analysis are the highest counts recorded over a one-hour period within the a.m. peak period (7:00 to 9:00 a.m.), and the p.m. peak hour counts used in this analysis are the highest counts recorded over a one-hour period within the p.m. peak period (4:00 to 6:00 p.m.). Detailed driveway count data is contained in attachment A.

Table 3 compares trips forecast to be generated by the proposed condominium project to the measured existing shopping center site trip generation.

**Table 3
Forecast Proposed Condominium Project Trip Generation
Compared to Measured Existing Shopping Center Site Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Condominium Project Trip Generation	8	45	53	42	21	63	709
Measured Existing Shopping Center Site Trip Generation	57	62	119	80	73	153	1,977
Net Change in Trips With Proposed Condominium Project	- 49	- 17	- 66	- 38	- 52	- 90	- 1,268

As shown in Table 3, the measured existing shopping center site trip generation is approximately 1,977 daily trips, which include approximately 119 a.m. peak hour trips and approximately 153 p.m. peak hour trips.

As also shown in Table 3, the proposed condominium project is forecast to generate approximately 1,268 less daily trips, which include approximately 66 less a.m. peak hour trips, and approximately 90 less p.m. peak hour trips when compared to the measured existing shopping center site trip generation.

Comparison Scenario Two – Forecast Proposed Condominium Project Trip Generation Compared to Adjusted Existing Shopping Center Site Trip Generation

This scenario compares a.m. peak hour trips, p.m. peak hour trips, and daily trips forecast to be generated by the proposed condominium project with adjusted existing shopping center site a.m. peak hour trips, p.m. peak hour trips, and daily trips.

Currently, there are six vacant units in the existing shopping center site that total 9,961 square feet. Adjusted existing shopping center site a.m. peak hour trips, p.m. peak hour trips, and daily trips were derived by increasing measured existing shopping center site trips to reflect full occupancy of the existing shopping center site.

Table 4 summarizes ITE trip generation rates used to calculate the trips forecast to be generated if the vacant square footage at the existing shopping center site was fully occupied.

**Table 4
ITE Trip Generation Rates for Shopping Center**

Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Shopping Center (820)	tsf	0.63	0.40	1.03	1.80	1.95	3.75	42.94

Source: ITE Trip Generation (7th Edition, 2003).

Note: du = dwelling units.

Trips forecast to be generated if the vacant square footage at the existing shopping center site was fully occupied were added to measured existing shopping center site trip generation to derive adjusted existing shopping center site trip generation. Table 5 summarizes adjusted existing shopping center site trip generation utilizing the trip generation rates shown in Table 4 and the measured existing shopping center site trip generation shown in Table 3.

**Table 5
Adjusted Existing Shopping Center Site Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Measured Existing Shopping Center Site Trip Generation	57	62	119	80	73	153	1,977
9.961 tsf Vacant Land Use Trip Generation	6	4	10	18	19	37	428
Adjusted Existing Shopping Center Site Trip Generation	63	66	129	98	92	190	2,405

Note: tsf = thousand square feet.

As shown in Table 5, the adjusted existing shopping center site trip generation is approximately 2,405 daily trips, which include approximately 129 a.m. peak hour trips and approximately 190 p.m. peak hour trips.

Table 6 compares trips forecast to be generated by the proposed condominium project to adjusted existing shopping center site trip generation.

Table 6
Forecast Proposed Condominium Project Trip Generation
Compared to Adjusted Existing Shopping Center Site Trip Generation

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Condominium Project Trip Generation	8	45	53	42	21	63	709
Adjusted Existing Shopping Center Site Trip Generation	63	66	129	98	92	190	2,405
Net Change in Trips With Proposed Condominium Project	- 55	- 21	- 76	- 56	- 71	- 127	- 1,696

As shown in Table 6, the proposed condominium project is forecast to generate approximately 1,696 less daily trips, which include approximately 76 less a.m. peak hour trips, and approximately 127 less p.m. peak hour trips when compared to the adjusted existing shopping center site trip generation.

Comparison Scenario Three – Forecast Proposed Condominium Project Trip Generation Compared to Forecast Existing Shopping Center Site Trip Generation

This scenario compares a.m. peak hour trips, p.m. peak hour trips, and daily trips forecast to be generated by the proposed condominium project with forecast existing shopping center site a.m. peak hour trips, p.m. peak hour trips, and daily trips assuming the existing underperforming shopping center site is a typically operating shopping center with a gasoline station.

To calculate forecast existing shopping center site trip generation, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. Table 7 summarizes ITE trip generation rates used to calculate the trips forecast to be generated by the existing shopping center site assuming it is a typically operating shopping center with a gasoline station.

Table 7
ITE Trip Generation Rates for Existing Shopping Center Site

Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Shopping Center (820)	tsf	0.63	0.40	1.03	1.80	1.95	3.75	42.94
Gasoline/Service Station (944)	Pumps	6.04	6.03	12.07	6.93	6.93	13.86	168.56

Source: *ITE Trip Generation (7th Edition, 2003)*.

Note: du = dwelling units.

Table 8 summarizes forecast existing shopping center site trip generation utilizing the trip generation rates shown in Table 7.

**Table 8
Forecast Existing Shopping Center Site Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
68.84 tsf Shopping Center	43	28	71	124	134	258	2,956
8 pump Gasoline/Service Station	48	48	96	55	55	110	1,348
Forecast Existing Shopping Center Site Trip Generation	91	76	167	179	189	368	4,304

Note: tsf = thousand square feet.

As shown in Table 8, the forecast existing shopping center site trip generation is approximately 4,304 daily trips, which include approximately 167 a.m. peak hour trips and approximately 368 p.m. peak hour trips.

Table 9 compares trips forecast to be generated by the proposed condominium project to forecast existing shopping center site trip generation.

**Table 9
Forecast Proposed Condominium Project Trip Generation
Compared to Forecast Existing Shopping Center Site Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Condominium Project Trip Generation	8	45	53	42	21	63	709
Forecast Existing Shopping Center Site Trip Generation	91	76	167	179	189	368	4,304
Net Change in Trips With Proposed Condominium Project	- 83	- 21	- 114	- 137	- 168	- 305	- 3,595

As shown in Table 9, the proposed condominium project is forecast to generate approximately 3,595 less daily trips, which include approximately 114 less a.m. peak hour trips, and approximately 305 less p.m. peak hour trips compared to the forecast existing shopping center site trip generation.

FINDINGS

The proposed condominium project is forecast to generate approximately:

- 709 daily trips, which include approximately 53 a.m. peak hour trips and approximately 63 p.m. peak hour trips.
- 1,268 less daily trips, which include approximately 66 less a.m. peak hour trips, and approximately 90 less p.m. peak hour trips when compared to the measured trip generation of the underperforming, partially vacant shopping center currently located on the project site.

- 1,696 less daily trips, which include approximately 76 less a.m. peak hour trips, and approximately 127 less p.m. peak hour trips compared to if the partially vacant shopping center was fully occupied.
- 3,595 less daily trips, which include approximately 114 less a.m. peak hour trips, and approximately 305 less p.m. peak hour trips compared to if the project site was occupied by a typically operating shopping center.

The results of the analysis indicate the proposed condominium project is forecast to generate less trips than are currently generated by the shopping center and gasoline station located on the project site, and therefore, no additional traffic analysis is required for the proposed project.