



Planning Division

PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Winston Wright, Associate Planner

DATE: August 21, 2008

SUBJECT: Draft Subsequent Environmental Impact Report No. 08-02 (SCH No. 2003051045) for the Rose Ranch Commercial Project Located at the Southwest Corner of Gonzales Road and Rose Avenue within the Northeast Community Specific Plan (NECSP)

1) Recommendation: That the Planning Commission:

- a) Hold a public hearing and take public comment on the Draft Subsequent Environmental Impact Report (DSEIR) that evaluates environmental impacts associated with the development of the Rose Ranch Commercial Project.
- b) Provide comments regarding the DSEIR to the Planning Staff and the Environmental Consultant.

2) Project Description: The proposed project involves a series of actions that would result in a tentative map for the sale of 10 commercial parcels to be managed by an Association, with construction of 77,697 square feet of retail and commercial development in 10 single-story buildings. The Rose Ranch shopping center would be anchored by a Walgreen's (14,280 square feet) with a drive through pharmacy and a Fresh and Easy Neighborhood Market (13,595 square feet). Other proposed Rose Ranch commercial development includes a 7,035 square foot restaurant space, a 4,928 square foot bank, and 36,979 square feet of multi-tenant specialty retail space. The project includes 362 parking spaces and installation of a new bus stop/shelter and turnout on Gonzales Road. Vehicular access to the site is proposed from a single driveway on Gonzales Road, and two driveways on Rose Avenue. Pedestrian circulation is proposed along Rose Avenue, Gonzales Road, and ringed around the central parking area with connectivity to the residential development southwest of the site. Two public art pieces are proposed along Gonzales Road.

- 3) Applicant:** Parkstone Companies, on behalf of the owner John McGrath Family Partnership, 860 E. Hampshire Road, Suite U, Westlake Village, CA 91361.
- 4) Entitlements:** Entitlements being processed include a general plan amendment (PZ No. 07-620-6), a Northeast Community Specific Plan amendment (PZ No. 07-630-04), a zone change (PZ No. 07-570-05), a tentative subdivision map (Tract No. 5768), and a special use permit (PZ No. 07-500-15). The general plan and specific plan amendments are requested to change the land use designation from Low Medium Residential to General Commercial. The zone change would adjust the current zoning from Multi-Family Residential Planned Development (R2-PD) to General Commercial Planned Development (C2-PD). The tentative subdivision map is requested to divide the site into ten parcels. A special use permit is required for commercial development in the City of Oxnard when there is a request for a drive-through facility and to allow the sale of alcohol. No decisions are requested on entitlements at this time.
- 5) Public Review Period:** Planning staff distributed the Notice of Availability (NOA) & DSEIR on July 17, 2008. The California State Clearinghouse within the Governor's Office of Planning and Research received the DSEIR on July 18, 2008. The public review period noted on the NOA and established by the receipt of the NOA & DSEIR at the State Clearinghouse commenced on July 21, 2008 and lasts 45 days until September 4, 2008. Comments made by the Planning Commission regarding the adequacy of the DSEIR will be noted by staff and responses to those comments will be addressed in the Final EIR. Public and agency comments regarding the adequacy of the DSEIR must be made in writing and received before 5:00 p.m. on September 4, 2008. The DSEIR may be viewed in its entirety at City of Oxnard's Main Public Library or online at <http://planning.cityofoxnard.org> under Environmental Documents. Public comments may be set via fax, (805) 385-7417, or mailed to the City of Oxnard, Development Services Division, City of Oxnard Service Center, 214 South C Street, Oxnard, CA 93030.
- 6) Environmental Issues:**
 - a) Aesthetics:** The proposed project is consistent with relevant NECSP design standards and is not anticipated to substantially alter the overall aesthetic environment of the site vicinity. The commercial development is compatible with the surround development in terms of design, landscaping along Rose Avenue and Gonzales Road is being added to enhance these roadway, and a public art piece is added to the northeast corner of the project site. Views to the Topa Topa Mountains from Rose Avenue are not be being impacted by the project. With the added streetscape and public art, the project's impact on the visual character of the area can be considered to be beneficial.

Aesthetics (cont.): The proposed project would produce light and glare that would extend the area of night light across the currently vacant property. This would adversely affect the residences located in the project vicinity unless mitigated. By incorporating “cut-off” shields on light fixtures and directing light away from residential areas impacts from lighting would be less than significant.

- b) Air Quality:** Construction activity would generate temporary air pollutant emissions, which would incrementally contribute pollutants as part of the NECSP build-out. However, these emissions would be temporary and can be mitigated through implementation of standard measures. Air quality emissions associated with the project would be mitigated to less than significant levels through the contribution to an off-site Transportation Demand Management Plan fund. These funds can be used to enhance public transit service, ride share assistance programs, improve pedestrian and bicycle facilities, and to promote other programs designed to improve air quality by reducing emissions from transportation related sources in the community.
- c) Hazards and Hazardous Materials:** The site was formerly in agricultural production; therefore, site soils may contain elevated levels of agricultural contaminants. Prior to the issuance of stockpiling and/or grading permits, soil sampling shall be conducted to test for the presence of agricultural contaminants. If contaminants are discovered in concentration levels that exceed commercial Preliminary Remediation Goals (PRG) for that contaminant; the affected soil shall go through the appropriate remediation to reduce the concentration of that contaminate to acceptable levels.

Groundwater in the perched aquifer below the project site has been contaminated with MTBE due to a leaking underground fuel tank at an off-site gasoline station. Monitoring of the MTBE plume and remediation of the contamination will not be affected by the project. Prior to the issuance of a building permit, an agreement between the property owner and the adjacent gas station shall be recorded to allow for monitoring wells and remediation if it is deemed necessary by Ventura County Environmental Health Department. Staff from Ventura County Environmental Health’s Leaky Underground Fuel Tank (LUFT) program has been in consultation with Planning Staff and the Environmental Consultant and agrees that this is an appropriate action.

- d) Hydrology and Water Quality:** The proposed project would generate various urban pollutants, such as oil, herbicides, and pesticides which could adversely affect surface water quality. The project proposes the use of a Filtera water treatment system which reduces the concentration of these contaminants. Additionally, the project has been designed with an on-site detention system to ensure that the majority of storm-water would be retained and treated on-site. Temporary water quality impacts associated with construction would be minimized by implementing a Stormwater Pollution Prevention Plan which contains specific Best Management Practices to reduce erosion and sedimentation to the maximum extent practicable.

- e) **Land Use:** The project would generally be compatible with the mix of uses in the area; however, lighting at the project site could negatively impact the adjacent residential uses if not mitigated. Lighting on the project site is to be installed with “cut-off” screens and directed away from the adjacent residential area.

- f) **Noise:** Project construction could intermittently generate high noise levels on and adjacent to the site. To reduce the impact these noises may have on the surrounding uses, construction activities will be limited to the hours between 7:00 a.m. to 6:00 p.m., Monday through Saturday. Additional mitigation measures include diesel equipment specifications, the use of electric power for compressors, and the posting of a noise complaint line so the public can contact the Developer directly. Noise generated by onsite circulation of vehicles will be mitigated by restricting truck operations to between the hours of 7:00 a.m. and 11:00 p.m. A six foot tall noise attenuating zone wall is also planned to be constructed between the project site and the adjacent residential uses.

- g) **Population and Housing:** The proposed project consists of a job-generating use, rather than a population-generating use. As such, the proposed project would avoid an increase in population growth that would occur if the project site were built out in accordance with the existing 2020 General Plan and the NECSP land use designations. The proposed project would add an estimated 188 commercial retail jobs, likely to be filled by local residents as opposed to commuters. This is considered to be a beneficial impact.

- h) **Public Services:** The proposed project would not affect the need for additional emergency services over what is anticipated as part of the build-out of the NECSP. Additionally, the project would be constructed with fire sprinklers which will enhance fire safety and a guard will be on-site when the shopping center is open to reduce the need for City of Oxnard Police Department services.

- i) **Transportation/Traffic:** The project would increase traffic levels on the local circulation system and impact the Gonzales Road and Rose Avenue intersection; however, the operation of the Gonzales Road and Rose Avenue intersection will be improved by converting an eastbound through lane to a left-turn lane, thereby providing triple-left turns on the eastbound approach. With triple left-turns, two through lanes, and an exclusive right-turn lane on the eastbound approach the resulting volume/capacity and level of service (LOS) would be 0.63 (63% of the capacity of the intersection) with a LOS “B” during A.M. peak hour and 0.77 (77% of capacity of the intersection) with a LOS of “C” during the P.M. peak hour period.

- j) **Utilities:** The project site is within the Calleguas Municipal Water District and sufficient water is available to service the proposed project. Additionally, the City of Oxnard has adequate facilities in place to convey wastewater produced by the proposed project and sufficient capacity to treat the wastewater. Water availability and wastewater treatment for the project site was considered as part of the NECSP EIR. The proposed commercial project would utilize less water and create less wastewater than what was anticipated under the NECSP for the residentially designated site.

The DSEIR is available and has detailed information and studies that expand upon the information providing in this staff report. This staff report is not meant to replace the information provided in the DSEIR nor does this staff report discuss all of the potential environmental impacts. Please refer to the DSEIR for clarification.

Attachments:

- A. DSEIR Executive Summary
& Summary of Impacts and Mitigation Measures
- B. Maps (Vicinity & Site within NECSP)
- C. Reduced Project Plans (Site & Elevation)

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

Attachment A
DSEIR Executive Summary &
Summary of Impacts and Mitigation Measures

EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, alternatives, environmental impacts associated with the proposed project, recommended mitigation measures, and the level of significance of project impacts after mitigation.

PROJECT SYNOPSIS

Project Applicant

Parkstone Companies
860 E. Hampshire Road, Suite U
Westlake Village, CA 91361

Project Description

The proposed project involves a tentative map for the sale of 10 commercial parcels to be managed by an Association, with construction of 77,697 square feet of retail and commercial development in 10 single story buildings. The Rose Ranch shopping center would be anchored by a Walgreen's (14,820 square feet) with a drive through pharmacy and a Fresh and Easy Neighborhood Market (13,935 square feet). Other proposed Rose Ranch commercial development includes a 7,035 square foot restaurant space, a 4,928 square foot bank and 36,979 square feet of multi-tenant specialty retail space. The proposed site plan is illustrated on Figure 2-4. As shown on the site plan, the commercial development is sited along the periphery of the site, with parking located mostly in the center of the site. Some additional parking is provided in the southwestern corner of the site and in the southeastern corner of the site. The Walgreens and Fresh and Easy Market are positioned at the southern portion of the site. The project would also include 362 surface parking spaces. All of the buildings would be linked via marked pedestrian walkways within the parking lot.

Summary of Project Characteristics

Total Development	77,697 sf
Total Site Area	9.89 Acres
Parking	362 spaces
Maximum Building Height*	35 feet/1 story

sf = square feet

** Towers not increasing the floor area of the building are permitted to exceed 35 feet in height.*

The proposed project would require amendments to the Oxnard 2020 General Plan and Northeast Community Specific Plan (NECSP) changing the land use designation for the site from Low Medium Density Residential to General Commercial (PZ No. 07-620-6 and PZ No. 07-630-04). The proposed project would also require a zone change from Multi-Family Residential to General Commercial Planned Development (PZ No. 07-570-05).



Areas of Controversy

There are no specific areas of controversy that have been identified by the public relative to this specific project as of yet. However, traffic, water and global climate change are general areas of controversy throughout California at present. Areas of concern as indicated in agency responses to the Notice of Preparation include the following.

- 1) Hydrology and water quality relative to quantity and quality of runoff pursuant to concerns of the Ventura County Watershed Protection District.
- 2) Railroad Safety at the Gonzales Road/Rose Avenue at-grade railroad crossing pursuant to concerns of the Public Utilities Commission.
- 3) Traffic impacts to Ventura County's Regional Road Network pursuant to concerns of the Ventura County Public Works Agency.
- 4) Air Quality analysis and identification of impacts relative to ozone precursors, and carbon monoxide pursuant to the concerns of the Ventura County Air Pollution Control District.
- 5) Bus stop placement and development pursuant to the concerns of Gold Coast Transit.
- 6) Traffic impacts and mitigation measures pursuant to the concerns of Caltrans.

ALTERNATIVES

Three alternatives to the proposed project were selected for consideration, as described below.

Alternative 1 - No Project. This alternative assumes that the project is not constructed and that the site remains in its current vacant state. It should be noted, however, that the site is designated for residential development under the 2020 General Plan and the NECSP. The site could ultimately be developed with retail or office development if this project is not built at this time but the 2020 General Plan and NECSP amendments are approved.

Alternative 2 - Buildout Under the Current NECSP. This alternative would involve development of the project site in accordance with the existing Residential Low - Medium Density land use designation on the project site. This land use designation allows residential uses at a density of 7 to 12 units per acre. Thus, under the existing NECSP land use designations, the site could be developed with between 69 and 118 residential units. The Residential Low - Medium Density designation permits various types of residential development, including single-family residences, condominiums and townhomes, patio homes, and multi-family apartments.

Alternative 3 - Reduced Project. The proposed project did not have any Class I environmental effects that could not be mitigated to a level of insignificance. Therefore, this alternative assumes an overall reduction in floor area of 25%, resulting in 58,272 square feet of retail development. This alternative would reduce the overall intensity of the proposed development, thereby incrementally reducing other associated impacts. However, the traffic impact at the intersection of Rose Avenue and Gonzales Road would not be eliminated, therefore, mitigation for this impact would still be required.



The No Project Alternative is considered environmentally superior overall, since no environmental impacts would occur. However, it should be noted that implementation of the No Project Alternative at this time would not preclude future development of the site in accordance with the 2020 General Plan and NECSP. Compared to the proposed project, Alternative 2 would have less of an impact with respect to such issues as hydrology, transportation, noise and air quality. However, Alternative 2 would have greater utilities and public service impacts associated with increased residential development. Alternative 3 would have reduced impacts as compared with the proposed project due to a 25% lower density; however, none of the impacts associated with the proposed project would be eliminated, the same mitigation measures would apply and the applicants objectives would not be achieved (see pg 2-11). Additionally, decreasing the commercial density on this property would not have as great a beneficial effect for balancing the overall commercial and residential development in the NECSP area. With omission of the No Project Alternative, either Alternative 2 or Alternative 3 would be environmentally superior in some respects. However, it should be noted that the proposed development does not have Class I unavoidably significant impacts.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 lists the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. The proposed project would not result in any Class I impacts. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than adopted significance thresholds. Class IV impacts are beneficial.

Table ES-1
Summary of Impacts, Mitigation Measures, and Significance After Mitigation

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS		
Impact AES-1 The proposed project is consistent with all relevant NECSP design standards and is not anticipated to substantially alter the overall aesthetic environment of the site vicinity. Impacts would be Class IV, No Impact or Beneficial.	None required.	Less than significant.
Impact AES-2 The proposed project would produce light and glare that would extend the area of night light across the currently vacant property, altering the nighttime sky. This would adversely affect the residences located in the project vicinity unless mitigated. This is considered a Class II, significant	AES-2(a) Exterior Lighting. The applicant shall design exterior building and parking lot lighting, including that associated with the Walgreen's pharmacy drive-thru, which sheds light pools only on the project site, incorporating "cut-off" shields as appropriate to prevent an increase in lighting at adjacent residential uses. Landscape illumination and exterior sign lighting shall be accomplished with low level, unobtrusive fixtures. Such lighting shall be shielded to direct light pools away from off site viewers.	Less than significant.



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Impact	Mitigation Measures	Significance After Mitigation
but mitigable, impact.	AES 2(b) Low Glare Materials. All fenestration shall be of a low-glare specification. Paint used for exterior facades shall be of low reflectivity. Metal surfaces shall be brush-polished or similar finish and not highly reflective.	
AIR QUALITY		
<p>Impact AQ 1 Construction activity would generate temporary air pollutant emissions, which would incrementally contribute pollutants as part of the NECSP buildout. However, these emissions would be temporary and can be mitigated through implementation of standard measures. Impacts would therefore be Class II, significant but mitigable.</p>	<p>AQ-1(a) Dust Control Measures. The following shall be implemented during grading and construction to control dust.</p> <ol style="list-style-type: none"> 1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust. 2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavating activities. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. 3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities: <ol style="list-style-type: none"> a. All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114. b. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site 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. 4. Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, it shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust. 5. Signs shall be posted on-site limiting traffic to 15 miles per hour or less. 6. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to affect adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust from being an annoyance or hazard, either off-site or on-site. 7. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and 	Less than significant.



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Impact	Mitigation Measures	Significance After Mitigation
	<p>roads.</p> <p>8. Personnel involved in grading operations, including contractors and subcontractors, shall wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.</p> <p>AQ-1(b) Construction Equipment Controls. The following shall be implemented during construction to minimize emissions of ozone precursors.</p> <ol style="list-style-type: none"> 1. Construction contractors shall minimize equipment idling time throughout construction. Engines shall be turned off if idling would be for more than five minutes. 2. Equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications. 3. The number of pieces of equipment operating simultaneously shall be minimized. 4. Construction contractors shall use alternatively fueled construction equipment (such as compressed natural gas, liquefied natural gas, or electric) when feasible. <p>AQ-1(c) Low VOC Coatings. The applicant shall use low-volatile organic compound (VOC) architectural coatings in construction</p> <p>AQ-1(d) Construction Traffic Management Plan. All primary project construction contractors shall implement a traffic management program to reduce the number of employee trips or material delivery trips and to minimize conflict with regional transportation patterns. The elements of such a program shall include:</p> <ol style="list-style-type: none"> 1. Provide rideshare incentives for all workers on the project site. [AQ-1(11)] 2. Provide construction personnel parking off arterial roadways to minimize traffic interference. [AQ-1(12)] 3. Schedule receipt of concrete, asphalt, steel, and other materials from 9 a.m. to 3 p.m. to the extent practical. [AQ-1(13)] 4. Restrict any lane closures of public roadways to the hours of 9 a.m. to 3 p.m. [AQ-1(14)] 5. Complete all street sweeping of adjacent roadways by 4 p.m. [AQ-1(15)] 6. Avoid residential streets. 7. Avoid disruption of St. John's Hospital Emergency Services. 8. Provide for continuous safe use of the Rose Avenue bus stop during construction. 	
<p>Impact AQ-2 Project area source and operational emissions in association with other NECSP development would contribute ROG and NOx in excess of VCAPCD thresholds. However, payment</p>	<p>AQ-2(a) Bicycle Racks. Bicycle Racks shall be increased such that a bicycle rack is installed within 100 feet of each storefront entrance.</p> <p>AQ-2(b) TDM Fund. The applicant shall provide an estimated contribution of \$279,511, which is about \$3.59 per square foot of commercial development, or a</p>	<p>Less than significant.</p>



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Impact	Mitigation Measures	Significance After Mitigation
<p>of fees to a Transportation Demand Management Plan fund would reduce impacts to a Class II, significant but mitigable, level.</p>	<p>recalculated fee approved by the City and based upon the formula recommended in the VCAPCD Air Quality Assessment Guidelines (as shown in Appendix B), to a suitable Transportation Demand Management Plan Fund. Payment of fees shall occur prior to issuance of a building permit.</p> <p>Specific mitigation measures that could be undertaken using the TDM fund include, but are not limited to, enhanced public transit service, vanpool programs/subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities.</p>	
<p>Impact AQ-3 Long-term mobile emissions associated with the proposed project would incrementally increase carbon monoxide (CO) concentrations at heavily congested intersections in the area. However, because CO levels would remain within state and federal standards, and the LOS at affected intersections would be D or better, such impacts are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>HAZARDS</p>		
<p>Impact H-1 Diesel contaminated soil above the RWQCB's soil screening level was identified in the area of the former smudge pot fuel storage tank. However, the contamination is no longer detectable. The impact associated with this contaminated soil would be Class III, less than significant.</p>	<p>None necessary</p>	<p>Less than significant.</p>
<p>Impact H-2 The project site was formerly in agricultural production and portions of it may contain elevated levels of pesticides in the soil. This impact would be Class II, significant but mitigable.</p>	<p>H-2(a) Prior to issuance of a grading permit for the project, soil sampling shall be conducted on the project site to test for the presence of agricultural contaminants (pesticides, herbicides, etc.). If sampling identifies concentrations of any agricultural contaminants exceeding the commercial PRG for that contaminant, the affected soil shall be addressed as identified in Measure H-2(b) below.</p> <p>H-2(b) Prior to issuance of a grading permit for the project, soils on the project site that contain concentrations of any pesticide exceeding its commercial PRG shall either be removed and disposed of in an appropriate off-site facility or shall be overexcavated and recompacted so that the concentrations are reduced below the commercial PRG. Upon completion of remediation, follow-up soil testing shall be conducted to verify that pesticide</p>	<p>Less than significant.</p>



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Impact	Mitigation Measures	Significance After Mitigation
	concentrations have been reduced below the PRG.	
<p>Impact H-3 Groundwater in the perched aquifer below the project site has been contaminated with MTBE due to off-site activities at the Shell Station across Gonzales to the north. If project development were to conflict with groundwater remediation requirements, a threat to public welfare and safety could occur due to the presence of MTBE in concentrations greater than those deemed safe by the VCEHD. This is a Class II, significant but mitigable impact.</p>	<p>H-3 Groundwater. The applicant and developer shall coordinate with Shell and the VCEHD to ensure that any needs these parties may have to remediate MTBE in the perched aquifer beneath the site are met. Construction and development shall be sited to allow for remediation if it is deemed necessary to fully reduce the hazard from MTBE contamination to levels deemed acceptable to the VCEHD. Maximum concentrations for primary health and safety are 13 µ/l for health and safety; however, the VCEHD acknowledges that these levels may not be feasible for all sites and reserves the right to make a determination based on site specific considerations. An agreement documenting cooperation between the property owners and Shell or VCEHD shall be presented prior to issuance of a building permit.</p>	Less than significant.
HYDROLOGY		
<p>Impact H-1 The proposed project would generate various urban pollutants, such as oil, herbicides and pesticides, which could adversely affect surface water quality. This is a Class II, significant but mitigable impact.</p>	<p>H-1 Stormwater Management Plan. Prior to issuance of any grading permit, each developer shall demonstrate that a Stormwater Management Plan satisfying the requirements of the SQUIMP has been developed and approved by the Development Services Department. At a minimum, the plan shall include provisions for addressing the following areas of concern, as outlined in the SQUIMP.</p> <p><u>Minimization of Storm Water Pollutants of Concern</u></p> <p>Source-control and treatment BMPs are needed to assure that pollutants are removed to the maximum extent practicable. At a minimum each Stormwater Management Plan shall include:</p> <ul style="list-style-type: none"> • A program for the routine cleaning and maintenance of streets, parking lots, catch basins and storm drains, especially prior to the rainy season, to help reduce the level of gross pollutants being discharged from the plan area • Other BMPs incorporated in project design so as to minimize, to the maximum extent practicable, the introduction of pollutants of concern to receiving waters. Such BMPs may include, but are not limited to: <ul style="list-style-type: none"> o Use of permeable materials where feasible for sidewalks and patios o Directing rooftop runoff to pervious surfaces, such as yards and landscaped areas o Use of biofilters, including vegetated swales and strips o Storm water treatment wetlands <p>Informational Materials, including Storm Drain System Stenciling and Signage</p>	Less than significant.



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Impact	Mitigation Measures	Significance After Mitigation
	<p>The following informational materials shall be provided:</p> <ul style="list-style-type: none"> • Stenciling of all storm drains inlets and post signs along channels to discourage dumping by informing the public that water flows to the Pacific Ocean • Maintenance of the legibility of stencils and signs <p><u>Proper Design of Trash Storage Areas in Commercial Zoned Area</u></p> <p>All trash container areas shall meet the following Structural or Treatment Control BMP requirements:</p> <ul style="list-style-type: none"> • Trash container areas shall have drainage from adjoining roofs and pavement diverted around the area(s). • Trash container areas shall be screened or walled to prevent off-site transport of trash. • Trash container areas shall be roofed to prevent rain water from entering trash and becoming contaminated. • Trash enclosures serving restaurants, grocery stores, or other establishments shall be constructed with a drain inlet within the enclosure that collects all enclosure wash water or drippings and conveys them to the sewer system via the grease interceptor. <p><u>Ongoing BMP Maintenance</u></p> <p>All permanent BMPs for Filterra Treatment devices or any other approved device shall be within the project parking lot and are to be maintained by the property owner or community association. The applicant will be required to record a covenant prior to issuing a final certificate of occupancy, guaranteeing perpetual maintenance and allowing the City to provide emergency service. Additionally the covenant would require the property owner to keep maintenance records and provide them to the City upon request.</p> <p><u>Proper Design and Treatment of Runoff from Parking Lots</u></p> <p>Parking lots may accumulate oil, grease, and water insoluble hydrocarbons from vehicle drippings and engine system leaks. To minimize the potential impacts of parking lots, the following shall be required:</p> <ul style="list-style-type: none"> • Oil and petroleum hydrocarbons produced at plan area parking lots shall be removed from runoff prior to entering the off-site storm drain system. • The developer shall ensure adequate operation and maintenance of treatment systems, particularly sludge and oil removal, and system fouling/plugging prevention control 	



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	<p>Per the SQUIMP, structural or treatment control BMPs must meet the following design standards:</p> <ul style="list-style-type: none"> • Volume based post-construction structural or treatment control BMPs shall be designed to mitigate (infiltrate or treat) storm water runoff from either: <ul style="list-style-type: none"> a. The volume of annual runoff to achieve 80% volume capture (Ventura County Land Development Guidelines); b. The 85th percentile 24-hour runoff event; c. The volume of runoff produced from a 0.75-inch storm event; or d. The volume of runoff produced by a rainfall criterion that achieves the same reduction in pollutant loads as b. • Flow-based post-construction structural or treatment control BMPs shall be sized to handle the flow generated from either: <ul style="list-style-type: none"> a. 10% of the 50-year design flow rate; b. A flow that will result in treatment of the same portion of runoff as treated using volumetric standards above; c. A rain event equal to at least 0.2 inches per hour intensity; or d. A rain event equal to at least two times the 85th percentile hourly rainfall intensity for Ventura County. 	
<p>Impact H-2 The proposed project would increase surface water runoff during storm events. However, the proposed detention system would ensure that post-development runoff does not exceed 1.0 cfs/acre. In addition, off-site facilities are adequate to handle flows from the site once developed. However, the designs are preliminary and still require finalization and approval. Therefore, this impact is Class II, significant but mitigable.</p>	<p>Long term maintenance would be assured with implementation of mitigation measure H-1 which requires a maintenance plan and implementation of maintenance by the property owner or a community association. Additionally, the following mitigation measure from the 1993 NECSP applies to the proposed project:</p> <p>PS9 Drainage System Approval. Detailed storm drain system calculations and plans shall be provided for each project (this project) within the NECSP area prior to issuance of a building permit. The design and sizing of all proposed storm drain improvements shall meet the needs of the ultimate NECSP buildout as well as the interim requirements of the proposed project. The Public Works Department shall review and approve the final designs prior to issuance of a building permit.</p>	<p>Less than significant.</p>
<p>Impact H 3 Construction of the proposed commercial project could subject the downstream watershed to discharges of various pollutants. This is a Class II, significant but mitigable impact.</p>	<p>H-3 Stormwater Pollution Prevention Plan. Prior to issuance of a grading permit, the developer shall prepare a Stormwater Pollution Prevention Plan for the site for review and approval by the Public Works Department. The SWPPP shall fully comply with RWQCB requirements and shall contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. At a minimum, the following BMPs shall be included within the Plan:</p>	<p>Less than significant.</p>



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 Summary of Impacts, Mitigation Measures, and Significance After Mitigation**

Impact	Mitigation Measures	Significance After Mitigation
	<p>Pollutant Escape: Deterrence</p> <ul style="list-style-type: none"> • Cover all storage areas, including soil piles, fuel and chemical depots. Protect from rain and wind with plastic sheets and temporary roofs. <p>Pollutant Containment Areas</p> <ul style="list-style-type: none"> • Locate all construction related equipment and related processes that contain or generate pollutants (i.e. fuel, lubricant and solvents, cement dust and slurry) in isolated areas with proper protection from escape. • Locate construction-related equipment and processes that contain or generate pollutants in secure areas, away from storm drains and gutters. • Place construction-related equipment and processes that contain or generate pollutants in bermed, plastic lined depressions to contain all materials within that site in the event of accidental release or spill. • Park, fuel and clean all vehicles and equipment in one designated, contained area. <p>Pollutant Detainment Methods</p> <ul style="list-style-type: none"> • Protect downstream drainages from escaping pollutants by capturing materials carried in runoff and preventing transport from the site. Examples of detainment methods that retard movement of water and separate sediment and other contaminants are silt fences, hay bales, sand bags, berms, silt and debris basins. <p>Erosion Control</p> <ul style="list-style-type: none"> • Conduct major excavation during dry months. These activities may be significantly limited during wet weather. • Utilize soil stabilizers. • Reduce fugitive dust by wetting graded areas with adequate, yet conservative amount of water. Cease grading operations in high winds. <p>Recycling/Disposal</p> <ul style="list-style-type: none"> • Develop a protocol for maintaining a clean site. This includes proper recycling of construction related materials and equipment fluids (i.e., concrete dust, cutting slurry, motor oil and lubricants). • Provide disposal facilities. Develop a protocol for cleanup and disposal of small construction wastes (i.e., dry concrete). <p>Hazardous Materials Identification and Response</p> <ul style="list-style-type: none"> • Develop a protocol for identifying risk operations and materials. Include protocol for identifying spilled materials source, distribution; fate and transport of spilled materials. • Provide a protocol for proper clean up of equipment and construction materials, and disposal of spilled substances and associated cleanup materials. 	



Table ES-1

Summary of Impacts, Mitigation Measures, and Significance After Mitigation

Impact	Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Provide an emergency response plan that includes contingencies for assembling response team and immediately notifying appropriate agencies. 	
LAND USE		
<p>Impact LU-1 The proposed project would generally be compatible with the mix of uses in the area, but lighting conflicts with adjacent residential uses, if unmitigated, would result in potential impacts. Compatibility impacts are considered Class II, significant but mitigable.</p>	<p>AES-2(a) Exterior Lighting. The applicant shall design exterior building and parking lot lighting, including that associated with the Walgreen's pharmacy drive-thru, which sheds light pools only on the project site, incorporating "cut-off" shields as appropriate to prevent an increase in lighting at adjacent residential uses. Landscape illumination and exterior sign lighting shall be accomplished with low level, unobtrusive fixtures. Such lighting shall be shielded to direct light pools away from off site viewers.</p> <p>AES 2(b) Low Glare Materials. All fenestration shall be of a low-glare specification. Paint used for exterior facades shall be of low reflectivity. Metal surfaces shall be brush-polished or similar finish and not highly reflective.</p>	Less than significant.
<p>Impact LU-2 The proposed project would require amendments to the 2020 General Plan and NECSP, as well as a zone change. However, the amendments would not create inconsistency between the 2020 General Plan, NECSP, and Zoning Ordinance. Impacts related to consistency with applicable plans and policies are considered Class III, less than significant.</p>	<p>The proposed project would require amendments to the land use designations and zoning for the site. With these amendments, the proposed project would be consistent with applicable provisions of the 2020 General Plan, Zoning Ordinance, and NECSP. Mitigation measures recommended in Sections 4.2 Air Quality, 4.3 Hazards, 4.4 Hydrology, 4.6 Noise, 4.8 Public Services, 4.9 Transportation/Traffic and Section 4.10, Utilities, would ensure consistency with applicable policies of the of the 2020 General Plan.</p>	Less than significant.
NOISE		
<p>Impact N-1 Project construction could intermittently generate high noise levels on and adjacent to the site. This may affect sensitive receptors near the project site. This is considered a Class II, significant but mitigable impact.</p>	<p>N-1(1) Construction Hours. Construction activities at the site shall be limited to weekdays and Saturdays, between the hours of 7:00 a.m. to 6:00 p.m.</p> <p>N-1(a) Diesel Equipment Specifications. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.</p> <p>N-1(b) Electrical Power. Electrical power shall be used to run air compressors and similar power tools.</p> <p>N-1(c) Construction Noise Complaint Line. The City shall provide a telephone number for local residents to call to submit complaints associated with construction noise. The number shall be posted on the project site and shall be easily viewed from adjacent public areas.</p>	Less than significant.
<p>Impact N-2 Project-generated traffic would incrementally</p>	None required.	Less than significant.



**Table ES-1
 Summary of Impacts, Mitigation Measures, and Significance After Mitigation**

Impact	Mitigation Measures	Significance After Mitigation
<p>increase noise levels on roadways in the project vicinity. However, the change in noise would be less than the adopted thresholds; therefore, this impact would be Class III, less than significant.</p>		
<p>Impact N-3 Noise generated by truck deliveries, parking lot activity, and onsite circulation of motor vehicles associated with the project would be audible periodically at nearby residences and could exceed City Noise Ordinance standards if such events occur at night. This is considered a Class II, significant but mitigable impact.</p>	<p>N-3 Truck Operations. Onsite trash pickup services, street and parking lot sweeping, and truck deliveries shall be restricted to between the hours of 7:00 AM and 11:00 PM, Monday through Saturday.</p>	<p>Less than significant.</p>
<p>POPULATION AND HOUSING</p>		
<p>Impact PH 1 The proposed project would add an estimated 188 jobs. The jobs to housing balance for the City would still be within the optimal range. This is a Class IV, beneficial impact.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact PH-2 The proposed project consists of a job-generating use, rather than a population-generating use, and would avoid an increase in population growth that would occur if the project site were built out in accordance with the existing 2020 General Plan and NECSP land use designations. This is a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>PUBLIC SERVICES</p>		
<p>Impact PS-1 The proposed project would incrementally increase demands on the Oxnard Fire Department. However, the increase would not substantially affect the personnel, equipment, or organization of the Fire Department. This is considered a Class II, significant but mitigable impact.</p>	<p>PS-3 All new construction shall be equipped with fire sprinklers.</p> <p>PS-4 All development plans shall be subject to Fire Department review for emergency access, adequate fire flow, provision of hydrants and fire detection and alarm equipment.</p>	<p>Less than significant.</p>
<p>Impact PS-2 The proposed project would incrementally increase demands on the Oxnard Police Department, which could adversely affect the Police Department. This is</p>	<p>PS-6 Future construction shall comply with all recommendations of the Oxnard Police Department relative to building security design (doors, locks, access, visibility) prior to approval of final plans.</p>	<p>Less than significant.</p>



**Table ES-1
 Summary of Impacts, Mitigation Measures, and Significance After Mitigation**

Impact	Mitigation Measures	Significance After Mitigation
<p>considered a Class II, significant but mitigable impact.</p>	<p>PS-7 The Oxnard Police Department shall be included in the plan check process to enable the Department to recommend specific improvements that will enhance crime prevention for the project and allow for the police to better plan for calls that may be generated by the development.</p> <p>Additionally PS-1 is recommended but not required:</p> <p>PS-1 The project shall retain a private on-site security guard on duty overnight during construction, and at all times that the proposed shopping center is open for business.</p>	
TRANSPORTATION/TRAFFIC		
<p>Impact T-1 Project operation would increase traffic levels on the local circulation system, which would exceed the City's threshold at the Gonzales Road/Rose Avenue intersection during the P.M. peak hour. This is a Class II, significant but mitigable impact.</p>	<p>T-1 Gonzales Road/Rose Avenue Intersection Improvement. The operation of the Gonzales Road/Rose Avenue intersection shall be improved by converting an eastbound through lane to a left-turn lane, thereby providing triple left-turns on the eastbound approach. With triple left-turns, two through lanes and an exclusive right-turn lane on the eastbound approach the resulting V/C and LOS would be 0.63/LOS "B" during the A.M. peak hour period and 0.77/LOS "C" during the P.M. peak hour period.</p>	<p>Less than significant.</p>
<p>Impact T-2 Project-generated traffic would not cause traffic levels to degrade below CMP standards at CMP intersections. This is considered a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact T-3 The design of project driveways would operate acceptably to accommodate project-generated traffic volumes. Impacts relating to site access are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact T-4 The 362 spaces proposed for the site exceeds the City Code requirement by 51 spaces. Thus, parking impacts are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact T-5 The proposed project will facilitate ingress and egress of vehicles at the project site. A pedestrian study was conducted as part of the transportation/traffic analysis; however, there is no evidence to suggest that the project will substantially increase hazards to pedestrians due to a design feature or incompatible uses. This is a Class III, less than significant impact.</p>	<p>None required</p>	<p>Less than significant</p>



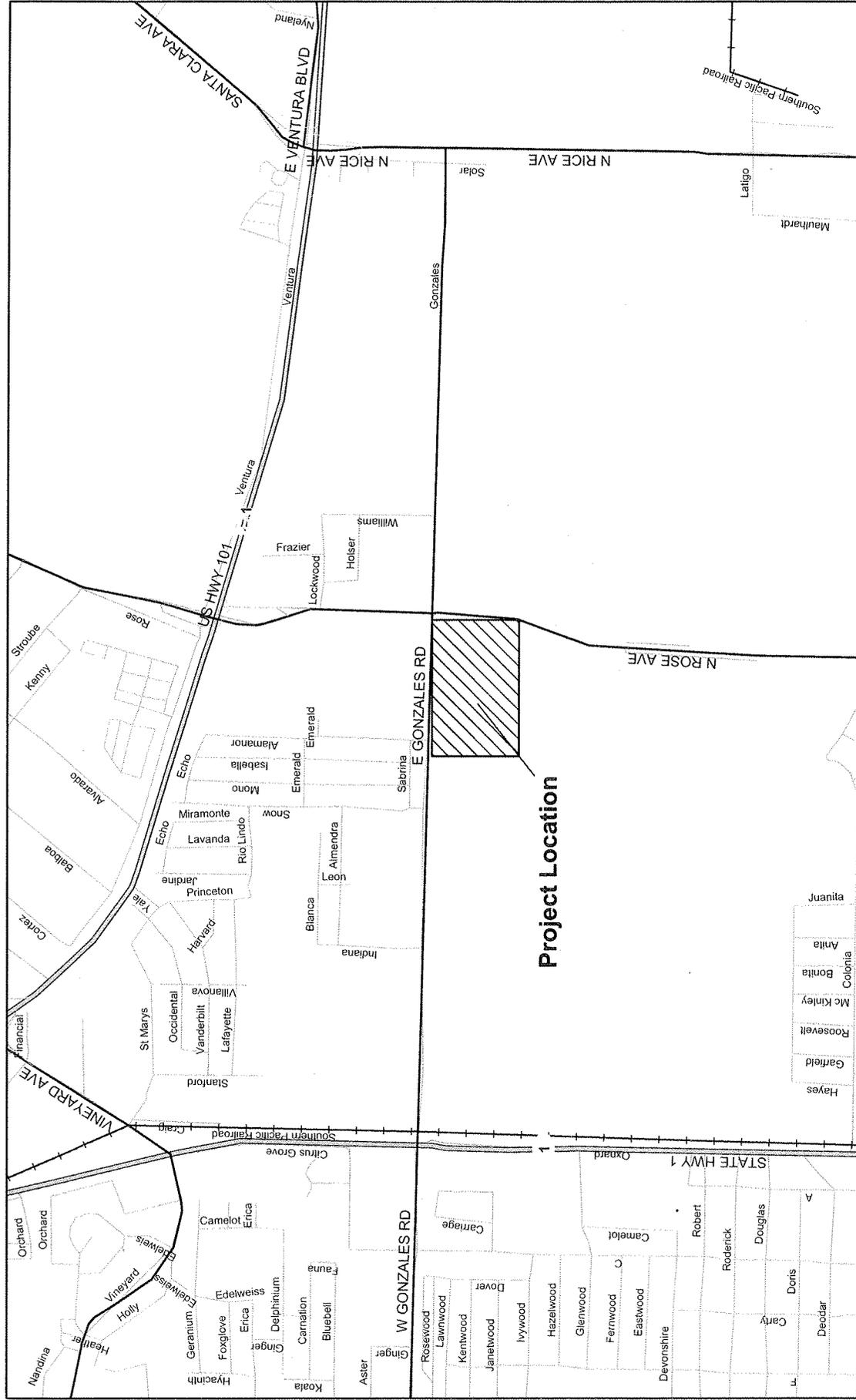
Table ES-1
Summary of Impacts, Mitigation Measures, and Significance After Mitigation

Impact	Mitigation Measures	Significance After Mitigation
UTILITIES		
<p>Impact U-1 The proposed project would generate demand for an estimated 24,380 gallons of water per day, which is about 39% lower than could occur with buildout under the existing residential land use designation. The residential-designated project was included in future demand projections, and future supplies are adequate to serve planned development through the year 2030 under average, single dry and multiple dry year scenarios. Nevertheless, because the City could be subject to water shortages due to drought, the increase in demand would be a Class II, significant but mitigable impact.</p>	<p>U-1(a) Agricultural Well Destruction and City Water Supply Credit. The applicant shall destroy the onsite agricultural irrigation well in accordance with applicable requirements such that the City obtains a minimum of two additional acre-feet per year from the Fox Canyon Groundwater Management Agency pursuant to applicable regulations.</p> <p>U-1(b) Waterwise Landscaping. All onsite landscaping shall be drought tolerant and shall incorporate subsurface drip irrigation to reduce evaporative losses. Water fountains are prohibited due to evaporative losses. Purple pipe shall be installed in landscape areas, unless determined to be unnecessary by the City's Public Works Department, such that the irrigation system can be converted to reclaimed water in the future when recycled water supplies are brought to the vicinity of the site.</p> <p>U-1(c) Water Conservation fixtures. All plumbing fixtures shall be conservation fixtures, reducing potential for water waste to the maximum extent practicable, including automatic shut off on public sinks, ultra low flow toilets, urinals, and tankless water heaters.</p>	Less than significant.
<p>Impact U-2 The proposed project would generate an estimated 25,623 gallons of wastewater per day, which would flow to the Oxnard Wastewater Treatment Plant. Local conveyance infrastructure and the treatment plant have sufficient capacity to accommodate this increase in wastewater generation. Therefore, this impact is considered Class III, less than significant.</p>	<p>U-2 The proposed project would be responsible for any fair share fees associated with upgrades to the existing sewer system if improvements to the existing sewer system are necessary to serve the proposed project.</p> <p>The following mitigation measure from the 1993 NECSP EIR applies to the proposed project:</p> <p>WW-2(8) Prior to issuance of building permits, detailed sewer system calculations and plans shall be provided for the proposed project. The design and sizing of all proposed sewer improvements shall meet the needs of the ultimate NECSP buildout, as well as the interim requirements of the proposed project.</p>	Less than significant.
<p>Impact U-3 The proposed project would generate an estimated 528.5 tons of solid waste per year. Because this is within the capacity of solid waste disposal facilities serving the City, this impact is considered Class III, less than significant.</p>	None required.	Less than significant.



Attachment B
Maps (Vicinity & Site within NECSP)

Rose Ranch Commercial Project Subsequent EIR
Section 2.0 Project Description



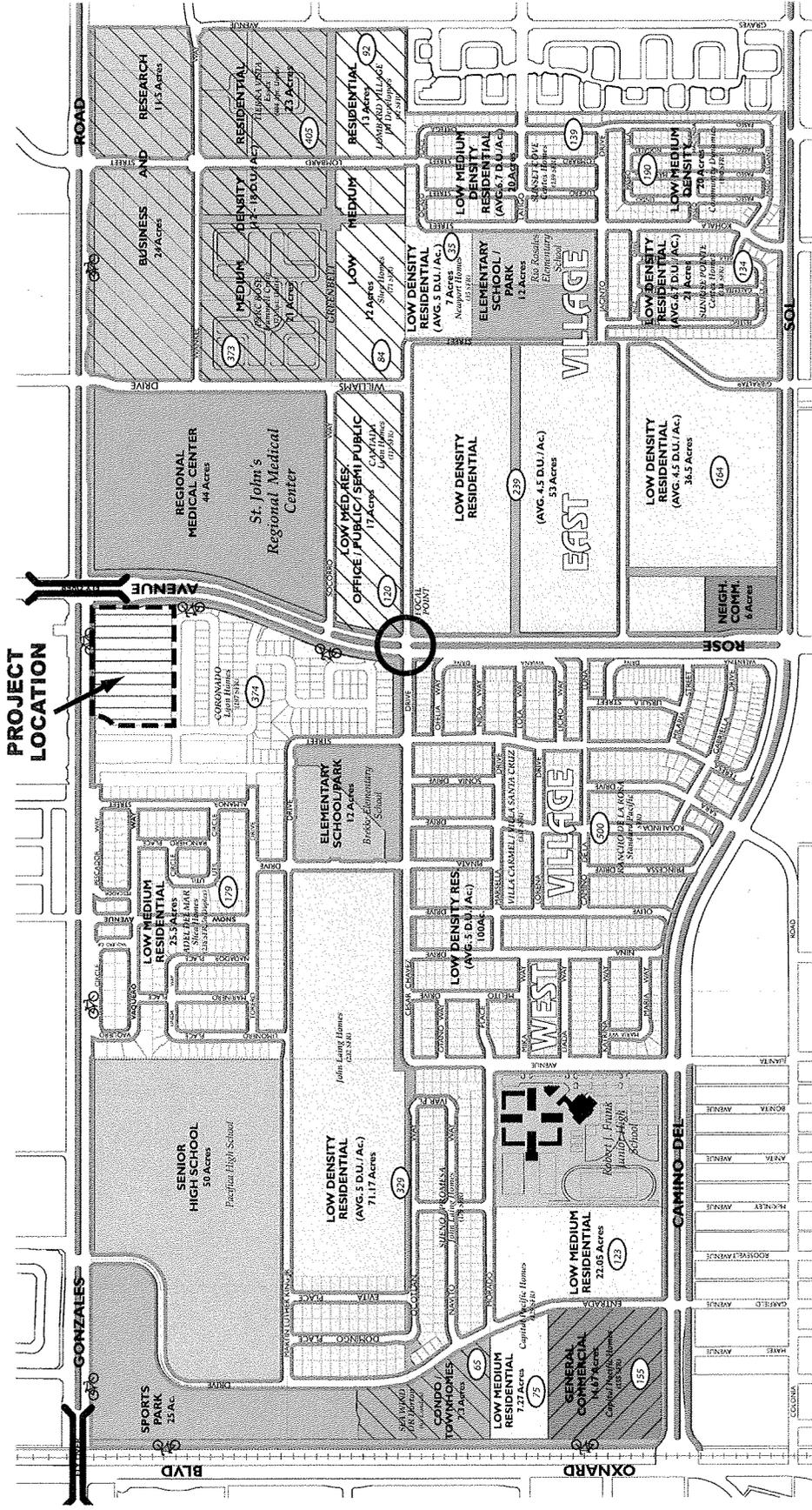
Source: TIGERData, 2000, ESRI, 2002.

Project Location

Figure 2-2

City of Oxnard

Rose Ranch Commercial Project Subsequent EIR
Section 2.0 Project Description



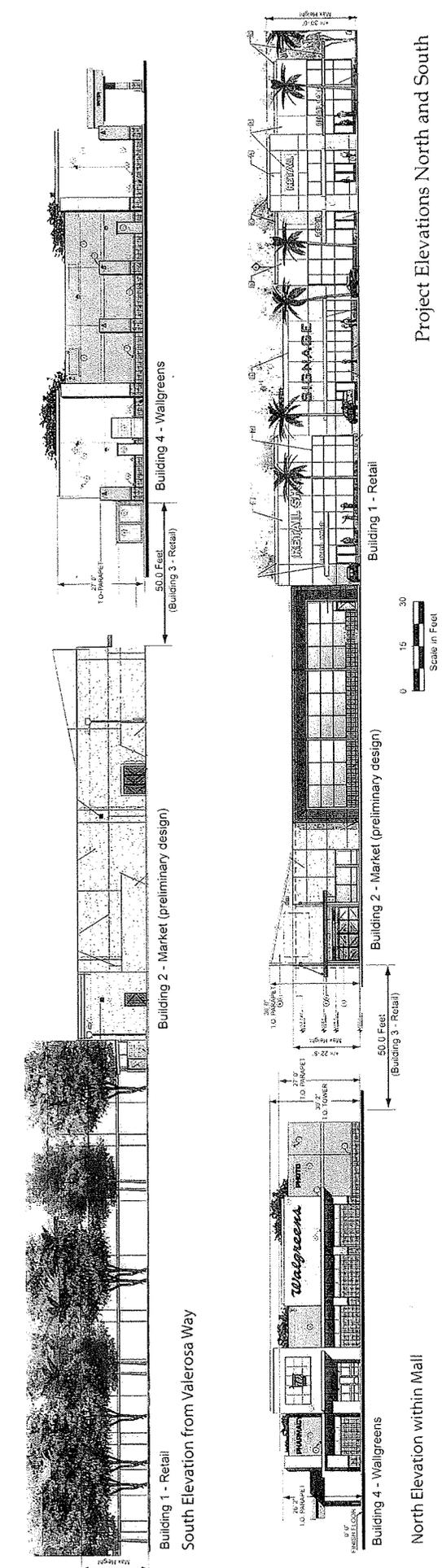
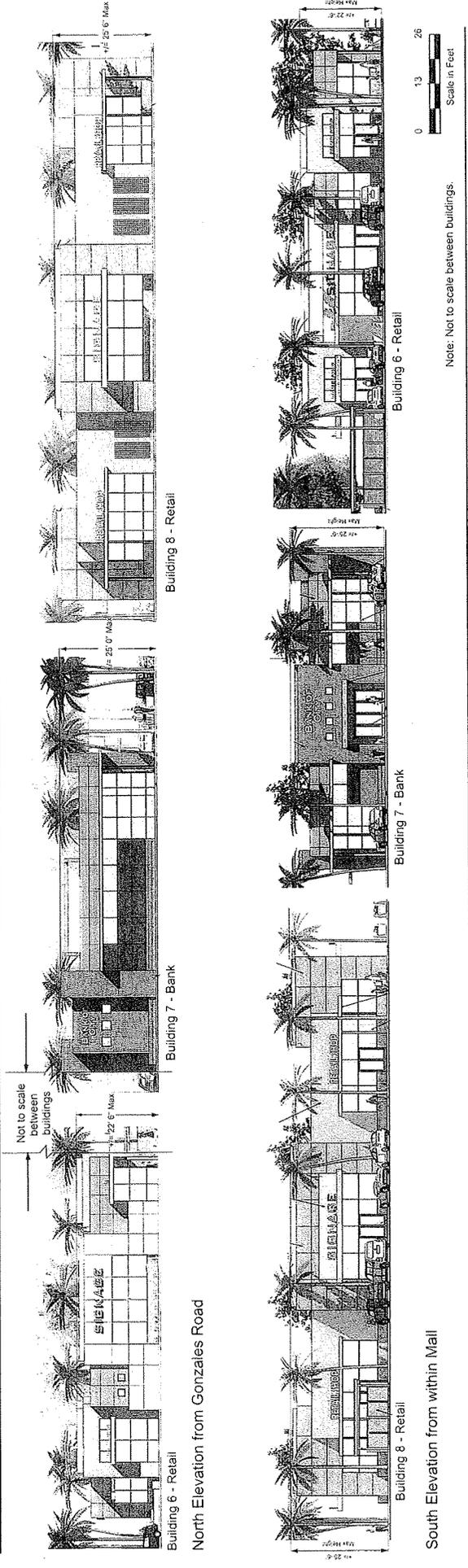
DESIGNATION	DENSITY	MIN. LOT SIZE	ZONING	TYPE	Collector
Low	> 5 D.U./Ac.	6000 sq.ft.	R-1	Single Family Detached	Mixed Use Overlay
Low Medium	7 - 12 D.U./Ac.	4500 sq.ft.	R-2	Patio Homes / PUD	Low Medium Residential Overlay
Medium	12 - 18 D.U./Ac.	2400 sq.ft. per unit	R-3	Condos	Maximum Number of Allowable Dwelling Units per Acre
Medium	18 D.U./Ac.	2400 sq.ft. per unit	R-3	Apartments / Condos	

Project Site Within the Northeast Community Specific Plan Area

Figure 2-3
City of Oxnard

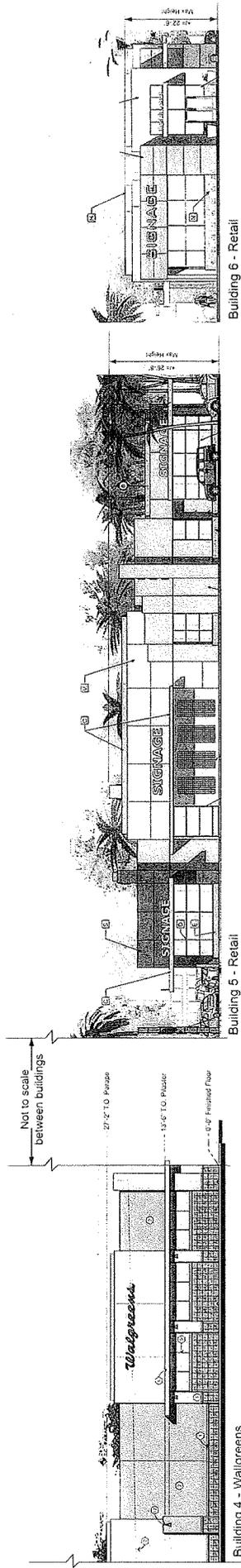
Attachment C
Reduced Plans (Site & Elevation)

Rose Ranch Commercial Project Subsequent EIR
Section 4.1 Aesthetics



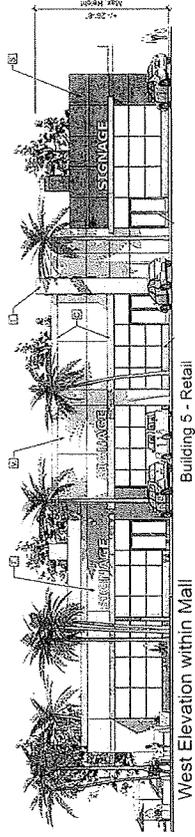
Project Elevations North and South

Source: Faulconer Associates, December 2007; Robert Kubacko, March 2008; Adolph Ziemba AIA & Assoc., Inc. January 2008.

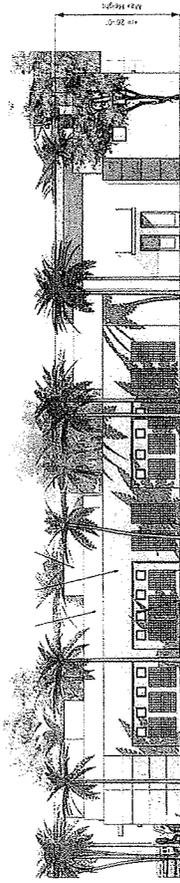


Building 4 - Walgreens

East Elevation from Rose Avenue

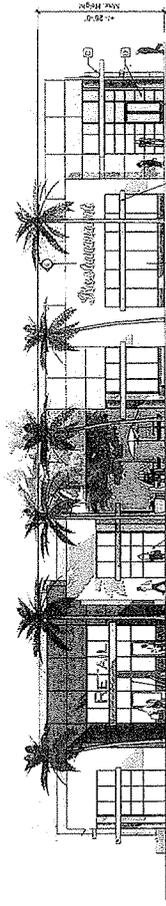


West Elevation within Mall



Building 10 Restaurant

Building 9 - Retail



Building 9 - Retail

Building 10 - Restaurant



Note: Not to scale between buildings

Project Elevations East and West