Planning Division

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Christopher Williamson, AICP, Principal Planner

DATE: August 18, 2011

SUBJECT: Planning and Zoning Permit Nos. 02-640-01(Specific Plan), 02-570-04 (Zone Change), and Recommendation to Certify the Final Environmental Impact Report (EIR) No. 06-01 for the Sakioka Farms Business Park Specific Plan, Located at 2190 and 1400 N. Rice Avenue.

1) **Recommendation:** That the Planning Commission, in accordance with the CEQA Findings of Fact and Statement of Overriding Consideration for the Sakioka Farms Specific Plan project:
   - **a)** Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 02-640-01 for a specific plan, subject to certain findings;
   - **b)** Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 02-570-04 to adopt an ordinance changing the zoning designation from Business Research Park (BRP) to Light Industrial- Planned Development (M1-PD) for an approximately 13-acre area along Del Norte Boulevard; and
   - **c)** Adopt a resolution recommending that the City Council certify the Final Sakioka Farms Specific Plan Environmental Impact Report (FEIR) and adopt Findings of Fact, Statement of Overriding Considerations, and the Adaptive Management Mitigation Monitoring and Reporting Program.

2) **Project Description and Applicant:** The Sakioka Farms Business Park Specific Plan (Specific Plan) provides the framework, guidelines, standards, and regulations for orderly, phased, market-responsive development of up to 8.5 million square feet of business research, office, commercial, and industrial uses. The Specific Plan divides the site into seven planning areas (Specific Plan, pg. 20) to allow for phased development and to create distinct clusters of activity. Up to 890 residential units with a park and neighborhood retail is an optional use in Planning Areas 2, 3 and/or 4 and would require subsequent environmental review (pages 21.1, 29.1 and 55.1 as amended by the EIR). A fire station, streets, and utilities would be developed under appropriate current and future regulations and applicable subsequent environmental review. Application filed by Sakioka Farms, 3183-A Airway Avenue, #2, Costa Mesa, California 92626.

3) **Existing Land Use:** The Specific Plan site is a 430-acre rectangular area immediately south of State Highway 101 between Rice Avenue to approximately 700 feet east of Del Norte Boulevard, extending south approximately 3,500 feet to the north boundary of the Procter and Gamble facility (Attachment A). Two of the four parcels have addresses: 2190 and 1400 N. Rice Avenue.[1]

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	BRP and M1-PD	BRP, ILGT	row-crop agriculture
North	C2-PD	General Commercial	101 Freeway, retail, housing
South	M1-PD	ILGT	Proctor and Gamble, industrial
East	M1-PD, (County)	BRP, (County)	row-crop agriculture (County)
West	BRP, ML	BRP, ILIM	light industrial

4) **Background Information:** The Specific Plan property was annexed into the City in 1968 and later included in the 1,385 acre Northeast Industrial Assessment District (NIAD). The NIAD primarily provided funding for the construction of portions of Del Norte Boulevard, sewer and water lines, and storm drains designed to provide capacity for full development as an industrial park. In the 1980's, the area adjacent to the 101 Freeway was changed to Business Research Park when that use was created.

The pre-application review for the Specific Plan by the City Council occurred in December, 2001 with an initial plan that is largely the same as currently proposed. The Camino Real Business Park Specific Plan was originally included with the Sakioka Farms Specific Plan application. Review of the combined plans continued into 2003. In 2005, Rick Power decided to separate his portion of the project area from Sakioka Farms. The Camino Real Business Park Specific Plan was separately adopted in 2008.

5) **Environmental Determination:** The Specific Plan is subject to review in accordance with the California Environmental Quality Act (CEQA)[2]. In accordance with Section 15080 et seq. of the State CEQA Guidelines, the City of Oxnard prepared an EIR (SCH No. 2002071070) that comprehensively analyzed the environmental impacts caused directly and/or indirectly by the eventual build out of the Specific Plan and identified mitigation measures for potentially significant impacts (Attachments B and C; these document are available on line or a CD is available for the public). The original Notice of Preparation (NOP) for the Draft EIR was circulated for a 30-day review period starting on July 12, 2002 and ending on August 11, 2002. Due to revisions to the original project description and the elapsed time, a second NOP was circulated on January 25, 2006. The Draft EIR was circulated for public review between September 7 and October 22, 2010.

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1 Assessor Parcel Numbers 216-0-030-075/-105/-145/-155.
[2] Public Resource Code, Section 21000 et seq.

The Draft EIR examined all but two environmental topics: Cultural Resources and Mineral Resources. The Draft EIR found five areas where impacts would remain significant after feasible mitigations: 1) loss of prime agricultural land, 2) non-attainment of air quality standards for the Ventura County Air Basin, 3) cumulative greenhouse gas emissions, 4) cumulative traffic level of service below Level of Service C at five designated intersections, and 5) cumulative roadway noise along Gonzales Avenue. These are the same impacts and below LOS C intersections that the 2030 General Plan Program EIR found significant and unavoidable on a citywide basis.

The Planning Division received 23 comment letters on the Draft EIR and held a public comment hearing at the October 7, 2010 Planning Commission meeting. Responses to comments and other corrections constitute the Final EIR and it was posted to the City's Internet site and mailed to commenting agencies in mid-July, 2011. The City received one response from the Ventura County Transportation Department that asked for clarifying language that is included in the staff corrections attachment (Attachment E, Exhibit A) and a response from the Applicant's legal counsel (Attachment E, Exhibit B). Attachment E is a list of recommended changes to the Specific Plan document, Final EIR, and corresponding changes to the Adaptive Management Mitigation Monitoring and Reporting Program.

CEQA Section 21081 and the State CEQA Guidelines require that a public agency make specific findings before a project is approved if the project involves significant and unavoidable environmental impacts. These findings are required to include consideration of benefits of the project such as economic, legal, social, technological or other benefits that may outweigh the potential significant effects on the environment. As discussed above, the project would result in four significant impacts which, after application of feasible mitigation, cannot be mitigated to a less than significant level and therefore remain significant and unavoidable. The Adaptive Management Mitigation Monitoring and Reporting Program will be added to the Specific Plan as Section 7 to ensure that the adaptive mitigation program is fully integrated with the Specific Plan.

Accordingly, Findings of Fact and a Statement of Overriding Considerations (SOC) are drafted pursuant to the CEQA and are included with the resolution recommending certification of the EIR (Attachment G). Benefits identified with the Specific Plan include the following:

- Estimated employment of 15,500,
- Improved Oxnard jobs-housing balance,
- Increased property and sales tax revenue,
- Early completion of Gonzales Road,
- Reclaimed water infrastructure, and
- Land reserved for a Fire Station.

6) Analysis:

General Discussion: The NIAD primarily set up an assessment district for the construction of portions of Del Norte Boulevard, sewer and water lines, and storm drains

designed for the eventual full development of the NIAD as a commercial and industrial park. The Applicant and City staff met on numerous occasions over five years to craft a specific plan with a balance of long-term developer flexibility and regulatory consistency with evolving City Codes and practices. Under the Specific Plan, a Specific Plan architectural review committee works with City staff in the proposal stage of a development project. A City staff-level Design and Development Review (DDR) permit would be issued instead for development consistent with the Specific Plan and which do not have outside storage or uses. Tentative Maps and conditional uses in the BRP zone (Section 16-177) such as alcohol sales, automobile service centers, motels and hotels, and commercial centers would require Planning Commission review. The Specific Plan use table (pg. 29) allows uses in several of the Planning Areas in addition to those permitted in the M-1 and BRP zones, such as residential, office and commercial.

a) ***General Plan and Zoning Consistency:*** The project is consistent with both the 2020 and Draft 2030 General Plans. A complete presentation of the Specific Plan's consistency with the 2020 General Plan is included in the Draft EIR, section IV-B, pages IV-B.9 to IV.B-18. The City of Oxnard 2020 General Plan designates land uses as Business & Research Park (BRP) and Light Industrial (ILGT) and requires a Specific Plan prior to development (2020 General Plan, pg V-64). The proposed Specific Plan is consistent with the July 2011 version of the Draft 2030 General Plan as documented in Attachment F (EIR Addendum No. 1 – Draft 2030 General Plan consistency analysis).

The Specific Plan area has corresponding BRP and M-1 zone designations except for one 13-acre area along Del Norte Boulevard which would change from BRP to M-1 to match the Specific Plan and 2020 General Plan (Attachment I).

c) ***Conformance with Zoning Development Standards:*** The Specific Plan incorporates the City's BRP and M-1 zoning and their respective development standards and uses (Specific Plan, pgs. 9 and 81 to 90).

d) ***Site Design:*** The Specific Plan includes Design Guidelines (Section 5) that specify site planning, architectural guidelines, landscaping, and signage consistent within recently developed industrial and office parks and commercial centers in Oxnard and Southern California. Commercial and industrial buildings would have articulated walls, entry features, and rooftop screening. Planning Area 1 along the 101 Freeway is the most visible where high-quality office and commercial development is anticipated.

e) ***Circulation and Parking:*** The Specific Plan includes a Circulation Plan (pg. 30) with street sections and parking requirements and parking lot design requirements consistent with City Code. The City and Applicant have and will continue to work with Gold Coast Transit to plan transit service both to and from and within the area. The extension of Gonzales Road to Del Norte Boulevard is an important east-west arterial that will be constructed in an early phase of the project. Most of the new streets would be privately owned and maintained. The Specific Plan includes a 78,582 daily trip estimate, which

serves as a trip generation cap for Specific Plan cumulative development. The EIR identified 32 roadway improvements that would be required in tandem with development as the need for the improvements arises. As travel behavior, transit use, and the uses within the Specific Plan will likely change over its 10 to 20 year buildout, the Specific Plan and EIR require regular recalculation of trips and traffic impacts.

The Rice Avenue/Gonzales Road intersection is a special case. The traffic consultants and the City have designed the intersection for LOS D with 7 lanes (2 left turn, 4 through, 1 right turn) in each direction. An additional northbound lane would be required to achieve LOS C, for a total of 15 lanes. Rice Avenue will eventually become a Caltrans highway (State Route 1) where the LOS requirement is not the same as the City's. The Planning Commission is asked to recommend to the City Council its preference for LOS C or D at Rice Avenue and Gonzales Road.

f) ***Housing Option:*** The Specific Plan allows for the substitution of up to 890 housing units for commercial and/or industrial uses. The Town Center vision is for a mixed-use pedestrian and transit-oriented development focused on a "village green" park. Housing in the Specific Plan would be separated from existing residential neighborhoods west of Rice Avenue by several blocks of industrial park, which while not an ideal situation, would provide a significant number of affordable and workforce units within walking distance of the large number of jobs that will be created in the Specific Plan area. The Specific Plan does not include housing details and a housing proposal would require amending the Specific Plan and subsequent CEQA review to address the many quality of life issues related to a new community, including adequate parks, neighborhood serving commercial uses, child care services, school capacity and safe travel to schools, parking, and the design and affordability of the housing.

Affordability of a significant number of housing units needs to match wages expected to be paid by businesses expected to locate within the Specific Plan, as the justification for the housing is to provide housing for workers in the Specific Plan area. Mitigation L.1 revises the Specific Plan to require between 10 and 23 percent affordable housing based on a housing impact study. Ten percent is the City's inclusionary requirement and 23 percent is the affordable housing set-aside in the RiverPark Specific Plan. The Applicant may also propose types of housing designed for young professionals and singles and roommates, often called workforce housing, in addition to affordable housing if there is market demand. Overall, the environmental benefits of reducing some vehicle trips may not outweigh the disadvantages of locating housing within this type of commercial and industrial park. The Specific Plan includes the housing option in the event the City and/or Applicant want to explore this option in the future.

7) **Development Advisory Committee (DAC):** The Specific Plan was reviewed at two DAC meetings. The January 27, 2007 meeting had 84 comments and changes and the March 26, 2008 meeting had 97 comments and changes. The comments and changes were incorporated into the Specific Plan.

8) Community Workshop: There are no residential neighborhoods immediately adjacent to the Specific Plan area. Staff presented the Specific Plan at a City community workshop during the summer of 2008 and to the El Rio MAC in 2008 and again in 2010 when the Draft EIR was in its 45-day public circulation.

Attachments:

A. Vicinity, 2020 General Plan, 2030 General Plan, and Zoning Maps
B. Sakioka Farms Specific Plan (previously distributed)
C. Sakioka Farms Specific Plan Draft EIR (previously distributed)
D. Sakioka Farms Specific Plan Final EIR (previously distributed)
E. Staff Recommended Specific Plan and Final EIR changes
F. Addendum No. 1 to the Sakioka Farms Specific Plan Final EIR
G. Resolution of Recommendation to Certify Final EIR 06-01
H. Resolution of Recommendation for PZ No. 02-640-01
I. Resolution of Recommendation for PZ No. 02-570-04

Prepared by: CW

Approved by: SM

ATTACHMENT A

Aerial Photo

2020 General Plan map

2030 General Plan map

Zoning map

Aerial Map

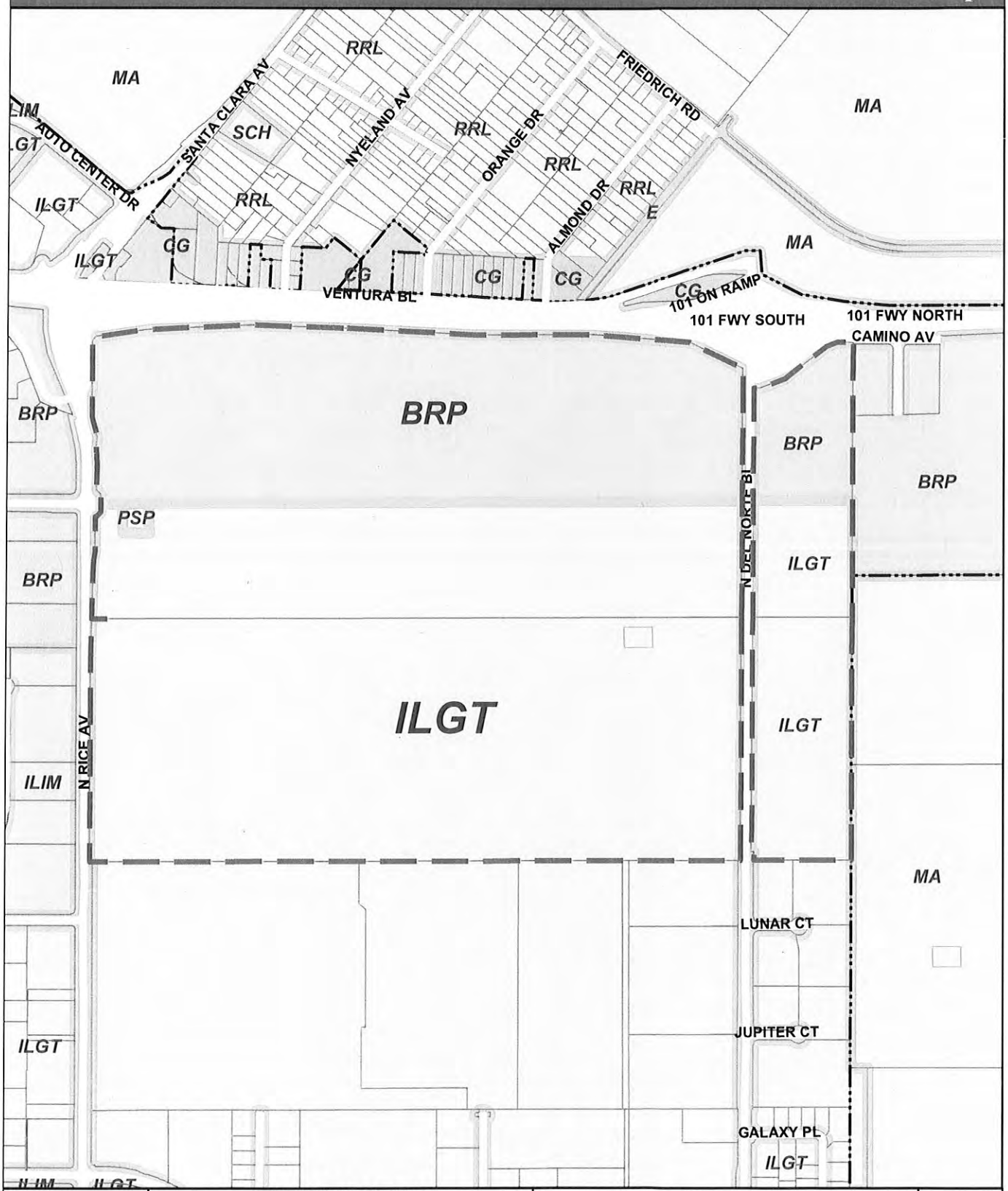
Oxnard Planning
July 28, 2011

PZ 02-640-01, 02-570-04
Location: 2190, 1400 N Rice Av
APN: 216003014, 216003015,
216003007, 216003010
Sakioka

Aerial Map

2007 Aerial

2020 General Plan Map



Oxnard Planning
Julyy 27, 2011

PZ 02-640-01, 02-570-04
Location: 2190, 1400 N Rice Av
APN: 216003014, 216003015,
216003007, 216003010
Sakioka

0 250 500 1,000 1,500 2,000 Feet

2020 General Plan Map

N
W E
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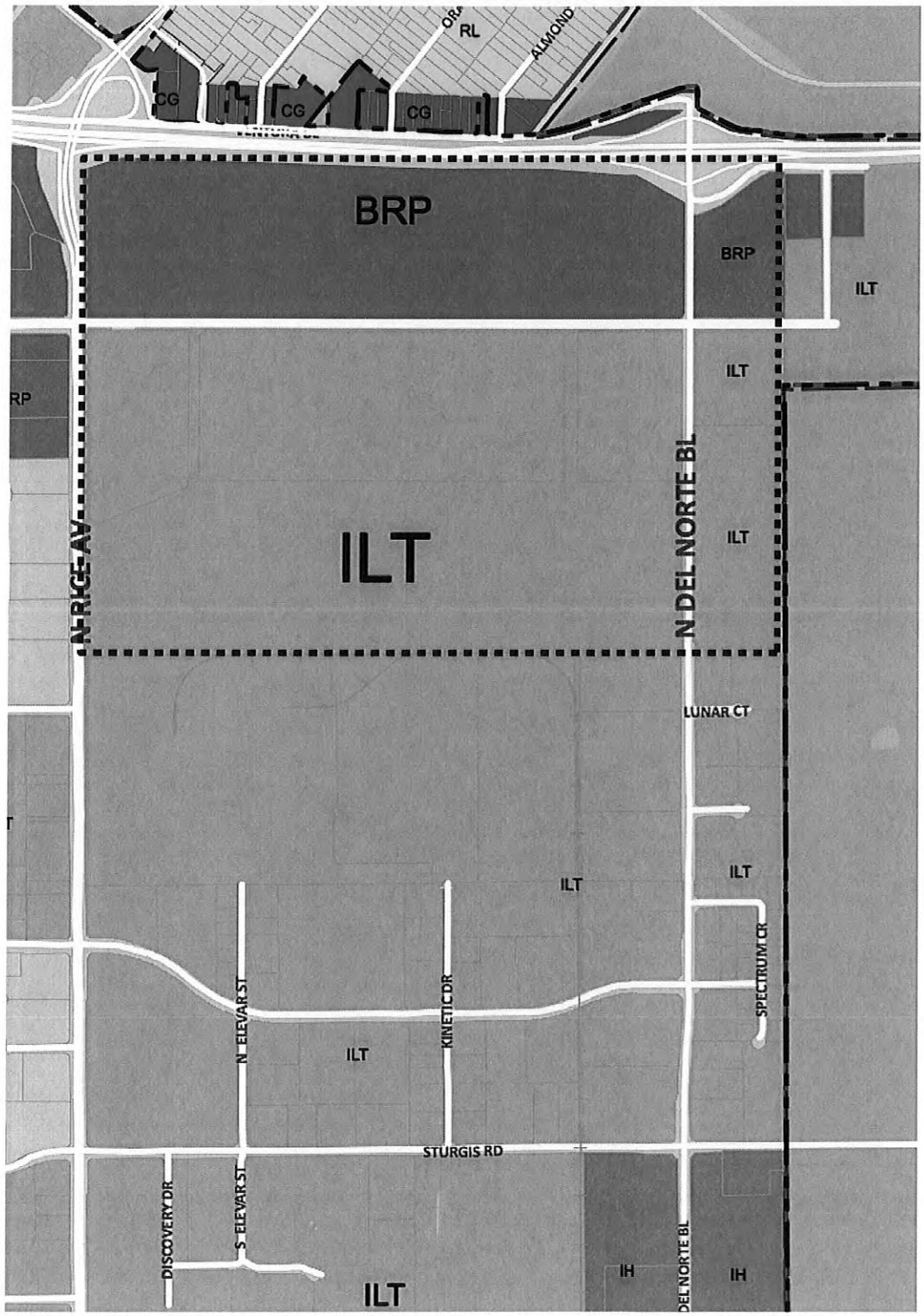
1:10,907

2030 General Plan Map



Oxnard Planning
Julyy 27, 2011

PZ 02-640-01, 02-570-04
Location: 2190, 1400 N Rice Av
APN: 216003014, 216003015,
216003007, 216003010
Sakioka

2030 General Plan Map

N
W E
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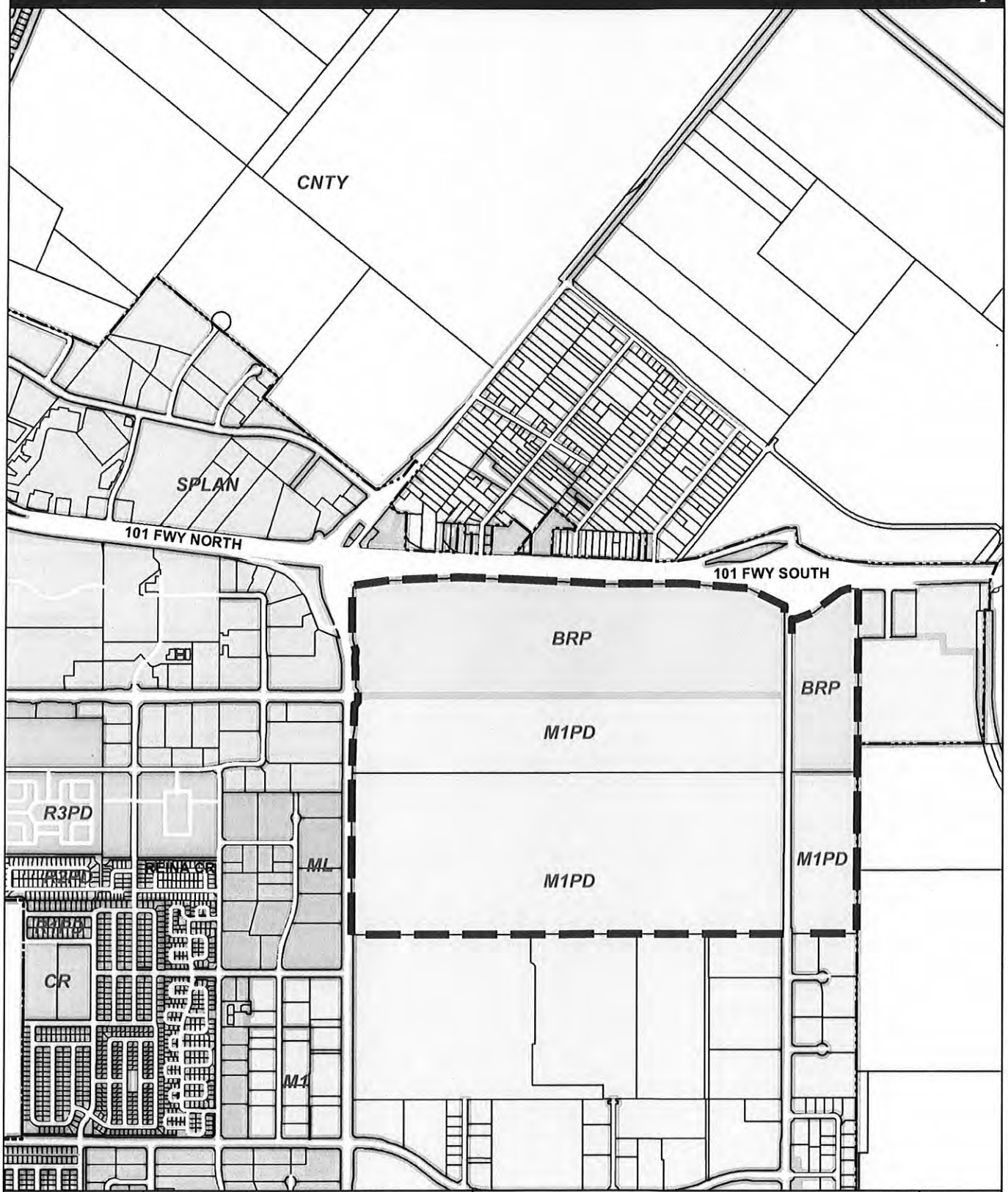
1:10,907

Zone Map



Oxnard Planning
January 27, 2011

PZ 02-640-01, 02-570-04
Location: 2190, 1400 N Rice Av
APN: 216003014, 216003015,
216003007, 216003010
Sakioka

0 250 500 1,000 1,500 2,000 Feet

Zone Map

N W E S

1:16,493

ATTACHMENT B

Sakioka Farms Specific Plan

May 1, 2009

(previously distributed)

ATTACHMENT C

Sakioka Farms Specific Plan

Draft Environmental Impact Report

September 2010

(previously distributed)

ATTACHMENT D

Sakioka Farms Specific Plan

Final Environmental Impact Report

July 2011

(previously distributed)

ATTACHMENT E

Staff Recommended Specific Plan and Final EIR changes

ATTACHMENT E

Staff Recommended

CORRECTIONS AND REVISIONS

SAKIOKA FARMS SPECIFIC PLAN

SAKIOKA FARMS SPECIFIC PLAN FINAL EIR

ADAPTIVE MANAGEMENT MITIGATION MONITORING AND REPORTION PROGRAM

August 18, 2011

SAKIOKA FARMS BUSINESS PARK SPECIFIC PLAN

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New text in CAPS

1. (page 13, 2nd paragraph)

3.0 Administration

The Specific Plan shall be adopted by ~~ordinance~~ RESOLUTION.

2. (page 11, 8th paragraph)

Along with the required Specific Plan, Sakioka Farms intends to enter into a Development Agreement with the City PRIOR TO THE FIRST TENTATIVE MAP. THE CITY IS NOT OBLIGATED TO CONSIDER A DEVELOPMENT AGREEMENT SUBSEQUENT TO APPROVAL OF THE FIRST TENTATIVE MAP.

3. (pages 13 to 17 and 26)

3.0 ADMINISTRATION

Changes to pages 13 to 17 and 26 are forthcoming .

4. (page 26, Exhibit 4.6)

Addition of a superscript footnote '1' to "Residential" and "Park"
Footnote 1 text is added in a new row below "TOTAL NET ACRES*"

[1] RESIDENTIAL AND PARK USES REQUIRE A SPECIFIC PLAN ADMENDMENT, REZONING, AND SUBSEQUENT APPROPRIATE ENVIRONMENTAL REVIEW.

5. (page 28, paragraph 5)

Residential AND PARK uses will also be permitted within the central portion of the project area AS AN URBAN VILLAGE WITH A SPECIFIC PLAN AMENDMENT, TENTATIVE MAP, REZONING, AND APPROPRIATE SUBSEQUENT ENVIRONMENTAL REVIEW.

6. (pages 46 and 47, paragraph 5)

SEWER SYSTEM PLAN

The Sewer System Plan for the site includes a system of gravity sewer mains to be constructed in conjunction with the phased build-out, and will connect to existing facilities in Del Norte Boulevard AND RICE AVENUE. The proposed sewer system will be constructed to accommodate the worst-case sewage generation assuming the ultimate build-out of the project. ~~The existing sewer system in Del Norte Boulevard has locally sufficient capacity to accommodate the additional waste water discharges anticipated from the site build-out~~. Proposed sewer main size and layout are generally consistent with the City of Oxnard Standard Public Works Construction (Standard Plans) and the Draft Wastewater Collection System Master Plan (DWCSMP). Sewers were sized in accordance with the worst cast discharge rates and peaking factors found in the City's Standard Plans. DOWNSTREAM SEWER CAPACITY MAY NEED TO BE INCREASED DEPENDING ON ACTUAL AND EXPECTED FLOWS AT THE TIME OF SUBSEQUENT TENTATIVE MAP AND/OR DEVELOPMENT PROJECT REVIEW AND APPROVAL.

~~The proposed layout of the project's sewer system differs from that anticipated by the DWCSMP, which predicts the whole of the site between Rice Avenue and Del Norte Boulevard will connect to the 18" Rice Avenue system.~~

~~Initial sewer profiles indicated that such a connection scheme would be impractical due to inadequate pipe cover in the easterly section of the project adjacent to Del Norte Boulevard. The plan proposes that the site be connected to the 21" Del Norte System. Existing and projected future sewage flow model~~

~~data for the Del Norte Boulevard systems used for the DWCSMP were obtained from the City for use in the project impact analysis. The previous allowance for the project area was subtracted from the model for both systems, and subsequently re-input using worst case discharge rates and peaking factors with the revised sewer routing scheme. Under these conditions, the Del Norte Boulevard sewer system was determined to be adequate to accommodate the project's sewage discharges at the proposed points of connection.~~

7. (page 48, paragraph 4)

FIRE STATION

A new fire station, consisting of 1.5 acres, is proposed within Planning Ares (sic) 2 or 3. The Fire Station SHALL BE FULLY CONSTRUCTED AND OPERATIONAL PRIOR TO THE ISSUANCE OF ANY PERMITS IN EXCESS OF 1.7 MILLION GROSS SQUARE FEET WITHIN THE SPECIFIC PLAN. THE FIRE STATION will front on the north/south arterial, (Street "B"), between Planning Areas 2 & 3, approximately equal distance between the Gonzales Road extension to the north and the proposed new southern east/west arterial (Street "A"), to the south. Final design and location area IS subject to review and approval by the Oxnard Fire Department AS PART OF THE ~~for inclusion on the~~ FIRST Tentative Tract Map IN PLANNING AREAS 1, 2, OR 3, WHEN CUMULATIVE TOTAL DEVELOPMENT EXCEEDS 1.0 MILLION SQUARE FEET, OR AS OTHERWISE DETERMINED BY A DEVELOPMENT AGREEMENT. UNLESS OTHERWISE DETERMINED BY A DEVELOPMENT AGREEMENT, THE 1.5 ACRE FIRE STATION SITE SHALL BE RESERVED FOR THE FIRE STATION.

SAKIOKA FARMS SPECIFIC PLAN FINAL EIR

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New text in CAPS

Table I-1
Mitigation I.11 Rice Avenue & Channel Islands Boulevard (page II-79)

The Project developer shall pay applicable ~~City and~~ County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right lane to a free right turn lane.

Mitigation I.19 Rice Avenue & Wooley Road (page II-82)

The Project developer shall pay applicable ~~City and~~ County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.

Mitigation N-13 (page II-*52*)

Correction forthcoming.

SAKIOKA FARMS SPECIFIC PLAN FINAL EIR

ADAPTIVE MANAGEMENT MITIGATION MONITORING AND REPORTION PROGRAM

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New text in CAPS

[in "Mitigation" column]

Mitigation I.11 Rice Avenue & Channel Islands Boulevard (page 16)

The Project developer shall pay applicable ~~City and~~ County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right lane to a free right turn lane.

[in "Action Required" column]

The Project developer shall pay applicable ~~City and~~ County traffic impact fees in the amount agreed to by the City and Developer.

Mitigation I.19 Rice Avenue & Wooley Road (page 18)

The Project developer shall pay applicable ~~City and~~ County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.

[in "Action Required" column]

The Project developer shall pay applicable ~~City and~~ County traffic impact fees in the amount agreed to by the City and Developer.

Mitigation M.1-Fire Station, "Action Required" column (page 31)

The Project developer shall ~~provide~~ RESERVE an approximately 1.5-acre site for a new fire station within the Project site near Rice Avenue and the easterly extension of Gonzales Road and pay applicable City fees in the amount agreed to by the City, the OFD and Developer.

Mitigation N-13 (page 38)

Correction forthcoming.

EXHIBIT A

COUNTY OF VENTURA PUBLIC WORKS AGENCY, TRANSPORTATION

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: July 26, 2011

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Behnam Emami, Engineering Manager II

SUBJECT: **REVIEW OF DOCUMENT 10-034** Final Environmental Impact Report (FEIR)
Sakioka Farms Specific Plan
Amend the Oxnard 2020 General Plan and provide the framework, guidelines, standards, and regulations for development of research, office, commercial, and industrial uses.
2190 and 1400 N. Rice Avenue, Oxnard (OXP).
Lead Agency: **City of Oxnard**

Pursuant to your request, the Public Works Agency - Transportation Department has reviewed the FEIR for the Sakioka Farms Specific Plan. This FEIR will be considered by the City of Oxnard Planning Commission on August 18, 2011.

The proposed Sakioka Farms Specific Plan would amend the Oxnard 2020 General Plan and provide the framework, guidelines, standards, and regulations for orderly, phased, market-responsive development of master planned business research, office, commercial, and industrial uses of up to 8.5 million square feet. Up to 900 residential units with a park and neighborhood retail are an optional use in the center/west area. A fire station, streets, utilities, and other customary supporting development and landscaping would be developed under appropriate current and future regulations and subsequent environmental review. The intensity and types of development may shift from one Planning Area to another and the overall Specific Plan development would be regulated by a trip generation budget that maintains Level of Service "C" at all intersections unless otherwise specifically accepted by the Oxnard City Council. The Sakioka Development will occur over 15 years in four phases. The four parcel 430-acre rectangular area is divided into seven planning areas located immediately south of Highway 101 between Rice Avenue to approximately 700 feet east of Del Norte Boulevard. The project address is 2190 and 1400 N. Rice Avenue, Oxnard.

We offer the following additional comments on the FEIR for the Sakioka Farms Specific Plan:

1. The last paragraph of Page III-26 of the FEIR states the following: "As the Project develops, developers will pay applicable County traffic impact fees of which a portion would be allocated toward whatever improvements are identified by the County for the above intersections and road segments (Mitigation I-34)." The

county roads and county intersections identified in the original Response Memorandum dated October 22, 2010 are Sturgis Road at Pleasant Valley Road; Santa Clara Avenue at Eucalyptus Road; Santa Clara Avenue at Friedrich Road, Santa Clara Avenue at Central Avenue; Sturgis Road; Santa Clara Avenue; Central Avenue; and Rose Avenue. The additional county roads and county intersections identified in the Response to Comments are Pleasant Valley Road near Fifth Street.

a) The EIR should distinguish between project-specific traffic impacts and cumulative traffic impacts. The traffic impact fees for the improvements to the roads and intersections listed here above and on Page III-26 of the FEIR are for project-specific traffic impacts caused by the overall development. The traffic study for each project/development within the overall development shall address and identify the project's fair-share of improvements for project-specific traffic impacts to the county roads and county intersections listed herein.

b) As development occurs, the developer(s) will be required to mitigate any adverse impacts their project(s) may have on County Regional Road Network. To address the cumulative adverse impacts of traffic on the Regional Road Network, Traffic Impact Mitigation Fees (TIMF) should be assessed on development projects in accordance with the terms of the Reciprocal Fee Agreement between the City of Oxnard and the County, which was specifically developed to provide a methodology for mitigation of cumulative traffic impacts. With payment of the TIMF, the level of service of the existing roads with regards to cumulative traffic impacts would remain consistent with the County's General Plan.

   As explained further in the response on Page III-27, these fees will be required "at the time of actual development." The current estimated TIMF due to the County for full-build out is $2,163,535 (70,750 ADT x $30.58) and subject to adjustment at the time of deposit. The project(s)/development(s) shall pay a TIMF for the project's cumulative traffic impacts to the county roads and county intersections listed herein.

c) Mitigation Measure I-34 does not appear to address improvements to county roads and county intersections.

2. Mitigation Measures I-11 and I-19 on Page IV-16 and Page IV-18 of the FEIR state the following:

   "Mitigation Measure I-11 Rice Avenue & Channel Islands Boulevard: The Project developer shall implement pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane. Action Required: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer. Enforcement Agency: City of Oxnard Engineering Services Division."

"Mitigation Measure I-19 Rice Avenue & Wooley Road: The Project developer shall implement pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane. Action Required: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer. Enforcement Agency: City of Oxnard Engineering Services Division."

a) The Transportation Department is agreeable to the proposed intersection improvements.

b) The Transportation Department comments that these two intersections are in the unincorporated area of the County of Ventura. Given the discussion above, the developer shall pay the County of Ventura for these intersection improvements for project-specific traffic impacts to Rice Avenue at Channel Islands Boulevard and Rice Avenue at Wooley Road. The fee for these project-specific impacts shall be in an amount agreed to by the County of Ventura and the Developer. This fee shall be collected by the County of Ventura.

3. Should the City of Oxnard amend the FEIR, please send the revised FEIR to the County of Ventura for review and comment.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please contact me at 654-2087 if you have questions.

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EXHIBIT B

PALMIERI, TYLER, WIENER, WILHELM & WALDRON LLP

LAW OFFICES
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F. JULIAN FREEMAN III
ERICA M. SOROSKY
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KIMBERLY C. LUDWIN
CANDICE S. TONG
CASEY H. KEMPNER
PETER MOSLEH

*A PROFESSIONAL CORPORATION

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CITY OF OXNARD

August 5, 2011

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REFER TO FILE NO.
15278-084

VIA E-MAIL (Chris.Williamson@ci.oxnard.ca.us)
& U.S. MAIL

Dr. Chris Williamson, AICP, Principal Planner
City of Oxnard Planning Division
214 South "C" Street
Oxnard, California 93030

Re: Final EIR, July 2011
Sakioka Farms Business Park Specific Plan

Dear Mr. Williamson:

This letter contains the comments of Sakioka Farms (the "Applicant" or "Developer") and its consultants based upon their review of the Final Environmental Impact Report (the "Final EIR") for Sakioka Farms Business Park Specific Plan (the "Specific Plan"), dated July, 2011, prepared by Eco Tierra Consultants. It is our expectation that these comments be addressed in the Final EIR prior to the August 18, 2011 Planning Commission hearing.

The Final EIR addresses fully all mitigation measures directly related to the avoidable environmental impacts of the development of the Project. We appreciate the cooperation of your department in addressing the Applicant's concerns relating to the nature and scope of certain mitigation measures. Many of the issues raised by Applicant have been addressed in the Final EIR. However, there are still certain mitigation measures which require further clarification prior to presenting the Final EIR to the Planning Commission.

As noted in prior correspondence to you, the City's authority to impose mitigation measures is governed by Public Resources Code section 21004 which states: "In mitigating or avoiding a significant effect of a project on the environment, a public agency may exercise only those express or implied powers provided by law other than this division [CEQA]." Under

Nollan v. California Coastal Commission, 483 U.S. 825 (1987), there must be an essential nexus between the mitigation measures and a legitimate governmental interest. Under *Dolan v. City of Tigard* (1994) 512 U.S. 374 and *Ehrlich v. City of Culver City* (1996) 12 Cal. 4th 854, the City may not impose mitigation measures that are not roughly proportional to the impacts caused solely by the project.

The Adaptive Management Mitigation Monitoring and Reporting Program for the Sakioka Farms Business Park Specific Plan (the "AMMMRP") incorporates certain mitigation measures which appear to overstep the City's authority under CEQA to impose mitigation measures that are limited to addressing the significant environmental impacts caused by the Project. We focus your attention upon the following mitigation measures:

1. Section M.1-1 Fire-Fire Station: This mitigation measures requires Developer to provide an approximately 1.5-acre site for a new fire station within the Project near Rice Avenue and the easterly extension of Gonzales Road and pay applicable City fees in the amount agreed to by the City, the Oxnard Fire Department and Developer. The Specific Plan permits the development of 1.7 million square feet of development prior to the completion of a fully operational fire station. The 1.7 million threshold was determined by the Oxnard Fire Department "after reviewing its current service capacity, current demands for service, and the anticipated increases in demands for service from other projects." *Corrections and Additions, Page II-102 of Final EIR*. The new fire station will "service the Project and the eastern port of Oxnard." *Ibid.*

As noted in prior correspondence, Developer's agreement to provide 1.5 acres of land for the new fire station site is conditioned upon the City and Developer entering into a mutually acceptable development agreement. The dedication of the land for the fire station site only occurs if the development agreement is approved and only at such time and upon such conditions as the City and Developer mutually agree. With respect to the construction of a fully operational fire station, Developer's only responsibility absent a development agreement is to pay the applicable Capital Improvement Fees for the Project which are intended to fund the construction of such public facilities.

The Final EIR states that the new fire station is intended to service existing communities, new communities and the Project. The failure of current service capacity to address current demand is due in large part to the failure of the City to build the fire station required as part of the Northeast Community Specific Plan, adopted December 1993. The Oxnard Fire Department contemplated the need for additional service capacity for the Northeast Community almost 20 years ago.

Page IV-31 of the AMMMRP should be revised as follows:

Action Required: "The Project developer shall pay applicable capital improvement fees in the amount in effect at the time of issuance of building permits for the Project."

2. Section N-13 Water: This mitigation measures provides in relevant part that the Project developer shall in a manner as agreed to in a development agreement provide applicable payment and/or participate in an assessment district for the construction of a recycled water supply pipeline that will connect into the Project's recycled internal pipelines. Similar to the fire station land dedication and construction, the City relies upon a future development agreement to overcome statutory and constitutional restrictions applicable to mitigation measures imposed under the Final EIR. The recycled water supply pipeline is a public benefit of City-wide application and is not intended to mitigate the impacts of the Project. Mitigation Measure N-13 should be deleted in its entirety.

The Final EIR may not be used as a vehicle to force Developer to provide benefits in the form of land dedication or monetary exactions which are not permitted under CEQA or the Constitution. The Specific Plan and the Final EIR must stand alone as land use documents. Any reference to a future development agreement must be eliminated from the Final EIR.

We appreciate in advance your assistance in addressing these concerns.

Very truly yours,

Cynthia M. Wolcott

Cynthia M. Wolcott

CMW:ds

cc: Alan Holmberg, Esq.
Stephen Fischer, Esq.
Les Card
Mike Adams

ATTACHMENT F

Addendum No. 1 to the
Sakioka Farms Specific Plan Final EIR

Attachment F: Addendum No. 1 to EIR 06-01

City of Oxnard Draft 2030 General Plan

Goals and Policies Consistency Analysis for the Sakioka Farms Specific Plan

August 11, 2011

The City of Oxnard Final Draft (July 2011 version) 2030 General Plan includes six State-required elements (land use, circulation, open-space, conservation, safety, and noise (Government Code Section 65302)) within five chapters each divided into two parts: 1) Background and 2) Goals and Policies. The 2006-2014 Housing Element, and subsequent housing elements as directed by State Law, are incorporated by reference into the 2030 General Plan document as Chapter 8. When the City considers certain types of public policies, projects, or programs and/or is required to approve a private project, a finding of consistency with the General Plan is often required. California General Plan Guidelines state, "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment" (2003, page 164). Furthermore, to be consistent, a policy, project, or program must be "in agreement or harmony" (Friends of Lagoon Valley, 154 Cal. App. 4 at 817). Consistency is required in the context of approvals for future development.

The Final Draft Oxnard 2030 General Plan outlines a three-level procedure for determining consistency in Chapter 9. The Development Services Director, Planning Commission, or the City Council will make the final finding of consistency depending on the nature of the decision. The three levels are defined by the relationship between the 2030 General Plan goal and its respective implementing policies and the proposed policy, project, or program under consideration.
The three consistency classification levels are:

Level I: Direct Applicability to a Proposed Policy, Project or Program
Level II: Related or Indirect Applicability to the Proposed Policy, Project, or Program
Level III: No or Distance Applicability to the Proposed Policy, Project, or Program

A 2030 General Plan consistency analysis categorizes goals into one of the three consistency levels as they relate to the proposed Policy, Project or Program. Each Level I classification shall be supported by a narrative of appropriate length explaining the relationship between the 2030 goal and the proposed Policy, Project, or Program. Level II classifications shall be listed into one or more groups with a summary narrative explaining the relationship between the 2030 goal and the proposed Policy, Project, or Program. Level III goals are assumed to be all goals not classified as Level I or Level II and do not have to be individually listed in a general plan consistency analysis or finding, in supporting documents, or in the administrative record. After the Level I and II 2030 General Plan goals are identified, consistency is found (or not found, as the case may be) for each Level I goal as follows:

Level I Goal Consistency Test

At Level I, the consistency standard is that the proposed policy, project, or program furthers at least one of the goal's implementing policies and otherwise does not inhibit achievement of the remaining policies. The proposed policy, project, or program shall make progress towards achievement of at least one directly related implementing policy of a Level I goal. If there is no directly related implementing policy, then the proposed policy, project, or program shall be in general harmony with the majority if the implementing policies. A narrative shall be provided that demonstrates the Level I finding.

Level II Goal Consistency Test

The proposed policy, project or program shall not significantly inhibit achievement of any of the Level II goals or their implementing policies. A narrative shall be provided that demonstrates the Level II finding.

When a proposed policy, project, or program is found to be consistent with Level I or II goals, all implementing policies for the Level III goals are deemed consistent and need not be individually listed or justified as part of a finding at the discretion of the Development Services Director.

SAKIOKA FARMS SPECIFIC PLAN PROJECT DESCRIPTION

The Sakioka Farms Specific Plan involves a four-parcel 424.6-acre rectangular area immediately south of Highway 101 (Ventura Freeway) between Rice Avenue to approximately 700 feet east of Del Norte Boulevard, extending south approximately 3,500 feet to the north boundary of the Procter and Gamble facility, (Assessor Parcel Numbers 216-030-145, 075, 155, 105).

As analyzed in the Environmental Impact Report (EIR) prepared for the project, the proposed Sakioka Farms Specific Plan would amend the Oxnard 2020 General Plan (or the 2030 General Plan when adopted) and provide the framework, guidelines, standards, and regulations for orderly, phased, market-responsive development of master planned business research, office, commercial, and industrial uses of up to 8.5 million square feet. Up to 900 residential units with a park and neighborhood retail are an optional use in the center/west area. A fire station, streets, utilities, and other customary supporting development and landscaping would be developed under appropriate current and future regulations and subsequent environmental review. The intensity and types of development may shift from one Planning Area to another and the overall Specific Plan development would be regulated by a trip generation budget that maintains Level of Service 'C' at all intersections unless otherwise specifically excepted by the Oxnard City Council.

Final Draft 2030 GENERAL PLAN / SAKIOKA FARMS SPECIFIC PLAN CONSISTENCY DISCUSSION

The identified City of Oxnard 2030 General Plan goals and policies, their level of applicability to the proposed Sakioka Farms Specific Plan and their consistency with the General Plan are discussed in the following Table A. Level III goals and/or policies are not included in the Table A.

TABLE A: Final Draft 2030 General Plan Goals and Policies Consistency Analysis for the Sakioka Farms Specific Plan		
Chapter 2. Sustainable Community		
Goal SC-1	***Climate Change and Global Warming Awareness*** Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.	
Policy SC-1.1	***Inventory and Monitor GHG Emissions*** Inventory and monitor GHG emissions in City operations and in the community consistent with Ventura County Air Pollution Control District and/or State guidelines.	**Consistency Finding: Level II.** All mitigation measures recommended in section J. Air Quality, of the Final EIR would be implemented and monitored as required by VCAPCD guidelines and AB 3180.
Goal SC-3	***Energy Generation and Increased Efficiency (Energy Action Plan)*** Energy efficiency performance standards and generation from renewable sources.	
Policy SC-3.1	***New Residential Development*** Encourage incorporation of passive and active energy and resources conservation design and devices in new residential development and substantial remodels and/or expansions.	**Consistency Finding: Level II.** Should residential uses be included in the approved Specific Plan, this is a standard condition of approval that the City would require of the new buildings constructed at the Project site.
Policy SC-3.4	***Alternative Energy for Public Buildings*** As part of the City and Community EAP's, transition City and other semi-public and large energy users to solar and wind energy sources over a reasonable and feasible time period.	**Consistency Finding: Level II.** Mitigation Measures J-3 and J-5 included in the Final EIR require the use solar or low-emission water heaters in new buildings where feasible and that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible.
Policy SC-3.7	***Renewable Energy Production Requirement*** As part of the City and Community EAP's, require that master planned commercial and industrial developments incorporate solar, wind, and other renewable energy generation and transmission equipment unless demonstrated to the satisfaction of a qualified renewable energy consultant to be infeasible.	**Consistency Finding: Level II.** Mitigation Measures J-3 and J-5 included in the Final EIR require the use solar or low-emission water heaters in new buildings where feasible and that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible.
Policy SC-3.8	***Require Use of Passive Energy Conservation Design*** As part of the City and Community EAP's, require the use of passive energy conservation by building material massing, orientation,	**Consistency Finding: Level II.** This is a standard condition of approval that the City would

	landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.	require of the new buildings constructed at the Project site. Specific Plan Design Guidelines require that building orientation should reflect an understanding and response to the sun, shade and wind conditions along with views in to the from the Project site.
Policy SC-3.9	***Promote Voluntary Incentive Programs*** Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional and public buildings, including continued participation in the Ventura County Regional Energy Alliance (VCREA).	**Consistency Finding: Level II.** This is a standard condition of approval that the City would require of the new buildings constructed at the Project site. Under the Specific Plan solar collection systems are encouraged and 'solar farming' is a permitted activity.
Policy SC-3.12	***Encourage Natural Ventilation*** Review and revise applicable planning and building policies and regulations to promote use of natural ventilation in new construction and major additions or remodeling consistent with Oxnard's temperate climate.	**Consistency Finding: Level II.** This is a standard condition of approval that the City would require of the new buildings constructed at the Project site. Specific Plan Design Guidelines encourage the use of established and evolving green building performance-oriented rating systems such as the U.S. Green Building Council's LEED portfolio, Green Globes or similar state, federal and trade organization guidelines which also encourage/promote the inclusion of natural ventilation in new construction.
Goal SC-4	***Green Building Code*** Implementation of the California Green Building Code.	
Policy SC-4.1	***Green Building Code Implementation*** Implement the 2010 California Green Building Code (CALGREEN) and consider recommending and/or requiring certain developments to incorporate Tier I and Tier II voluntary standards under certain conditions to be developed by the Development Services Director.	**Consistency Finding: Level II.** This is a standard condition of approval that the City would require of the new buildings constructed at the Project site. Specific Plan Design Guidelines encourage the use of established and evolving green building performance-oriented rating systems such as the U.S. Green Building Council's LEED portfolio, Green Globes or similar state, federal and trade organization guidelines.

Goal SC-5	***Partnerships*** **Share ownership and responsibility for designing, developing, and delivering a successful sustainable community by creating planning and implementation partnerships.**	
Policy SC-5.1	***Green Business Council*** Support the creation of a local green business council that provides information exchange and promotes sustainable business practices that balance environment, equity, and economy.	**Consistency Finding: Level II.** While the Specific Plan is regulatory in nature, all new businesses locating in the Plan area would be encouraged to join the local green business council.
Chapter 3. Community Development Element		
Goal CD-1	***Balanced Community*** **A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City**	
Policy CD-1.1	***Land Use Map*** Utilize and maintain the Land Use Map (Figure 3-1) to designate the location and extent of each land use designation within the Planning Area.	**Consistency Finding: Level I.** The Specific Plan is in conformance with the 2030 General Plan Land Use Map designations for the Project site as Business Research Park and Light Industrial. Should the discretionary housing alternative be adopted a General Plan Amendment would be required. (See Attachment A)
Policy CD-1.2	***Infill Development, Priority to Mixed Use*** Promote the efficient use of larger vacant parcels and vacant areas of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives.	**Consistency Finding: Level I.** The Specific Plan is designed to allow for development in a manner that is both flexible and compatible with the surrounding uses. In order to reduce vehicle trips and GHG emissions a phased Transportation Demand Management (TDM) Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan.
Policy CD-1.4	***Transportation Choices*** Promote the application of land use and community designs that provide residents with the opportunity for a variety of transportation choices (pedestrian, bicycle, transit, automobile).	**Consistency Finding: Level II.** A phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan. Bicycle lanes would be located within the public right-of-way for Gonzales Road consistent with the Bicycle Facilities Master Plan. The Specific Plan incorporates Landscape Guidelines which include the requirement of minimum five-foot wide pedestrian walkways to encourage foot traffic.

Policy CD-1.5	***Housing Variety*** Promote the development of a variety of housing types throughout the City including apartments, condominiums, lofts, townhouses, and attached and detached single family units.	**Consistency Finding: Level II.** Per Mitigation Measure L-1, if there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees.
Policy CD-1.6	***Public Facilities*** Enhance resident quality of life by providing adequate space for, as well as space for the expansion of public facilities to support the community's vision.	**Consistency Finding: Level II.** While no new schools, libraries, parks or recreation areas are proposed, the Specific Plan incorporates Landscape Guidelines which include the requirement of perimeter landscaping, large landscape setbacks, pedestrian walkways and intersection treatments to create a park-like atmosphere in the development area. A new Fire Station, consisting of 1.5 acres would be located within the Specific Plan area subject to review and approval by the Oxnard fire Department.
Policy CD-1.7	***Compact Development*** Promote the use of development patterns that are more compactly built and use space in an efficient aesthetic manner as part of the community vision.	**Consistency Finding: Level II.** The Specific Plan divides the site into seven Planning Ares to create distinct clusters of activities and allow for individual project development to occur in a manner that recognizes development phasing patterns and market conditions while establishing sufficient flexibility to provide for a variety of activities within each Planning Area. The Specific Plan incorporates Landscape Guidelines which include the requirement of perimeter landscaping, landscape setbacks, walkways and intersection treatments to create a pleasing aesthetic, park-like atmosphere in the development area.

Policy CD-1.8	***Natural Resource Conservation*** Promote a high quality of life within the community, incorporating the retention of natural open space areas, greenbelts, and the provision of adequate recreational facilities.	**Consistency Finding: Level II.** While no recreation facilities are proposed, the Specific Plan incorporates Landscape Guidelines which include the requirement of perimeter landscaping, large landscape setbacks, pedestrian walkways and intersection treatments to create a park-like atmosphere in the development area.
Policy CD-1.9	***Commute Reduction*** Minimize the commuting distances between residential concentrations and employment centers by encouraging the development of mixed land uses in appropriate areas.	**Consistency Finding: Level II.** The Specific Plan is designed to allow for development in a manner that is both flexible and compatible with the surrounding uses. In order to reduce vehicle trips and GHG emissions a phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan.
Policy CD-1.10	***Jobs-Housing Balance*** Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.	**Consistency Finding: Level II.** The Project area is surrounded by development which is regulated by other Specific Plans, i.e., the Northfield/Seagate Business Park Specific Plan and the McInnes Ranch Specific Plan. The inclusion of Sakioka Farms Specific Plan affords the ability of the City to guide the orderly development for a variety of uses in the Northeast Industrial Area of the City. SCAG projections for the City of Oxnard estimate job growth of 6,255 between 2005 and 2010 and 3,691 jobs between 2010 and 2015 in this area. The anticipated job growth within the Specific Plan area would be within this forecast.
Policy CD-1.11	***Recreation Opportunities*** Promote improved coastal access and enhanced recreation opportunities with access from all areas of the City.	**Consistency Finding: Level II.** The Project site is proximate to regional transportation corridors. Transit access as well as bicycle lanes consistent with the City Bicycle Facilities Master Plan would be provided within the Specific Plan area.

Goal CD-4	***Compatible Commercial Development*** A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure and community identity and pride.	
Policy CD-4.5	***Commercial Signage*** Require that signage in commercial development improve, rather than detract, from the quality of the surrounding neighborhood.	**Consistency Finding: Level II.** Section 5.4, Signage Guidelines of the Specific Plan contains a comprehensive set of signage guidelines which provide a framework for design and implementation of all exterior signage within the Project area to ensure a quality visual environment.
Goal CD-5	***Appropriate Industrial Development*** Development of industrial uses into areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality.	
Policy CD-5.1	***Industrial Clustering*** Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.	**Consistency Finding: Level II.** The Project area is surrounded by development which is regulated by other Specific Plans, i.e., the Northfield/Seagate Business Park Specific Plan and the McInnes Ranch Specific Plan. The inclusion of Sakioka Farms Specific Plan affords the ability of the City to guide the orderly development for a variety of uses in the Northeast Industrial Area of the City.
Policy CD-5.2	***Compatible Land Use*** Ensure adequate separation between sensitive land uses (residential, educational, open space, healthcare) to minimize land use incompatibility associated with noise, odors, and air pollutant emissions.	**Consistency Finding: Level II.** The Specific Plan is in conformance with the 2030 General Plan designations for the Project site as Business Research Park and Light Industrial. The Specific Plan designates the first tier area along the Ventura Freeway frontage for office and business research uses. Light industrial uses would be located further away from the freeway and south of the business research uses. Should the discretionary housing alternative be adopted all requests for residential development would be subject to a Development Design Review approval by the Planning Manager to minimize any potential for land use incompatibility.
Policy CD-5.3	***Available Services*** Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation.	**Consistency Finding: Level II.** The Specific Plan includes a system of water mains to be constructed in conjunction with the phased project build-out, connecting to existing facilities in Del Norte Blvd. and Rice Ave. The Specific Plan Sewer System Plan is based on, and is

		consistent with, the City Wastewater Master Plan. The Specific Plan storm drain system would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) as described in the City's permit as well as the provisions of the Ventura County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) where applicable. The Project site is proximate to regional transportation corridors. A phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan.
Policy CD-5.4	***Environmentally Friendly and "Green" Industry*** Seek to attract industrial development that avoids or minimizes substantial pollution, noise, glare, odor, use of hazardous materials, or other offensive activity and/or is a component of the emerging Green industry.	**Consistency Finding: Level II.** The commercial and business office use aspects of the proposed development would not typically handle, use, or dispose of hazardous materials and Specific Plan Design Guidelines encourage the use of established and evolving green building performance-oriented rating systems such as the U.S. Green Building Council's LEED portfolio, Green Globes or similar state, federal and trade organization guidelines. While the Specific Plan is regulatory in nature, all new businesses locating in the Plan area would be encouraged to join the local green business council.
Policy CD-5.5	***"Green" Major Transportation Routes*** Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.	**Consistency Finding: Level II.** The Specific Plan is designed to allow for development in a manner that is both flexible and compatible with the surrounding uses and would not divide any existing neighborhoods. The Project site is proximate to regional transportation corridors. In order to reduce vehicle trips and endeavor to maintain levels of service on the surrounding local roadways, a phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan.

Goal CD-6	***Compatible Agriculture*** **Continued agriculture use within the Planning Area, compatible with the community's vision.**	
Policy CD-6.1	***Agricultural Buffers*** Require that agricultural land uses designated for long-term protection and production be buffered from urban land uses through the use of techniques including, but not limited to, greenbelts, open space setbacks, fencing, berming, and windrows.	**Consistency Finding: Level I.** Mitigation Measure C-2 requires that the project developer shall install a fence or wall with a minimum height of eight (8) feet along the eastern perimeter of the Project site that abuts the unincorporated portion of Ventura County when developed is proposed east of Del Norte Boulevard. Mitigation Measure C-3 requires that in order to buffer on- or off-site agricultural land uses and on-site non-agricultural uses either of the following measures may be undertaken to allow scheduled Restricted Materials applications by an on- or off-site farmer; 1) closure of the buildings during periods when restricted materials will be used on the adjacent farmland parcels or 2) notification, consistent with common-practice in Ventura County, of building occupants and/or building managers that normal farming activities will occur nearby from time to time which can include noise, mild dust, and odors; that inert and non-toxic substances are frequently used by farmers which should be of no concern to people nearby, and that actual chemical spray drift from farms is rare and should not be misperceived.
Goal CD-8	***Growth Management*** **Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.**	
Policy CD-8.1	***Limiting Development*** Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	**Consistency Finding: Level II.** Development under the Specific Plan would connect to existing and/or planned utility lines, service systems and roadways in the immediate vicinity. Some of the existing utility lines and systems may need to be updated/expanded to accommodate the project and this would be the responsibility of the project developer(s).
Policy CD-8.2	***Services*** Continue to ensure that public services and facilities are in place	**Consistency Finding: Level II.** Section 4.6, Public Facilities Plans, of the Specific Plan identifies existing and proposed infrastructure, including water, sewer,

	at the time of need or prior to the time new development occurs in order to avoid overloading existing urban service systems.	storm drain systems and facility improvements to serve development in the Specific Plan area and would guide the detailed design, construction and appropriate phasing for the necessary improvements.
Policy CD-8.3	***City Revenues*** Continue to maintain fiscal integrity and ensure that revenues generated by the new development are sufficient to offset ongoing service costs incurred by the City.	**Consistency Finding: Level II.** A Development Agreement between the City of Oxnard and the Project Developer would be entered into under which the Project Developer would agree to provide infrastructure, land for a fire station and/or pay applicable City and County impact fees in the amount agreed to by the City and Developer which would mitigate both Project and cumulative impacts.
Policy CD-8.5	***Impact Mitigation*** Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	**Consistency Finding: Level II.** The Specific Plan Final EIR incorporates design features and 78 Mitigation Measures to avoid or mitigate potential Project impacts to the maximum extent feasible.
Policy CD-8.10	***Timing of Large-Scale Development*** Consider at an early stage the infrastructure investment needs of large-scale developments in order to evaluate these needs as part of long-range water supply, conveyance, wastewater, and other relevant planning.	Section 4.6, Public Facilities Plans, of the Specific Plan identifies existing and proposed infrastructure, including water, sewer, storm drain systems and facility improvements to serve development in the Specific Plan area and would guide the detailed design, construction and appropriate phasing for the necessary improvements.
Goal CD-10	***Sense of Place*** **Neighborhoods and urban villages with a distinct sense of place.**	
Policy CD-10.1	***Human-Scale Development*** In the evaluation of development proposals, require urban development on a human scale, by emphasizing the pedestrian experience over the movement and storage of vehicles.	**Consistency Finding: Level II.** The Master Plan Concept of the Specific Plan as guided by section 4.3.1, Town Center Vision, presents a pedestrian-friendly urban center framed by architecture and landscape design that would reinforce community identity. The vision depicts a complimentary concentration of commercial and office districts with public and private zones radiating from a central open space or 'village green'. . The Specific Plan incorporates Landscape Guidelines which include the requirement of minimum five-foot wide pedestrian walkways to encourage foot traffic. Under the Town Center plan parking and traffic
Policy CD-10.2	***Neighborhood Themes*** In the evaluation of development proposals, require neighborhood themes and principles of design, such as neotraditional town planning, which include central parks, schools, and community and commercial facilities, strong pedestrian orientation and de-emphasis of automobile related elements in new development projects.	

		circulation would be directed to the more external portions of the site development.
Goal CD-13	***Public Art*** **Inclusion of arts in public places.**	
Policy CD-13.1	***Art and Culture Promotion*** Continue to promote the arts in Oxnard through the application of the public arts program, requiring civic facilities to incorporate art elements, and encourage the private sector to invest in public art.	**Consistency Finding: Level II.** Per section 5.2.10 of the Specific Plan Design Guidelines, a Public Arts Program and/or payment of a public art fee would be provided as part of the Project.
Goal CD-15	***Economic Development*** **A strong economic and fiscal base critical to sustaining long-term prosperity for Oxnard residents and businesses.**	
Policy CD-15.3	***Availability of Care Services*** Encourage the availability of a variety of high quality social care programs (e.g., extended adult and child day care, infant and toddler care, sick care, etc.) by encouraging through development agreements, conditions of approval, and/or other techniques that local employers and developers consider and /or develop social care facilities and programs.	**Consistency Finding: Level II.** Under the Specific Plan section 4.7, Affordable Housing, should the discretionary housing alternative be adopted all residential projects shall require provisions for childcare facilities either on-site or through participations in an off-site facility within the 'Town Center'.
Goal CD-16	***Coordinated Development*** **Coordinated land use and infrastructure decisions with economic development.**	
Policy CD-16.1	***Infrastructure Investment*** Strategically invest in infrastructure to support economic growth goals.	**Consistency Finding: Level II.** Section 4.6, Public Facilities Plans, of the Specific Plan identifies existing and proposed infrastructure, including water, sewer, storm drain systems and facility improvements to serve development in the Specific Plan area and would guide the detailed design, construction and appropriate phasing for the necessary improvements.
Policy CD-16.2	***Mobility Improvements*** Encourage the improvement and enhancement of intermodal freight connections, railways, roadways, and airports to support existing and future economic development opportunities.	**Consistency Finding: Level II.** The Project site is proximate to regional transportation corridors. Section 4.4 Circulation Plan, provides for a phasing of street improvements to correspond to the phased development in each Planning Area. The City shall approve phasing plans for street improvements consistent with development construction

		phasing. In order to reduce vehicle trips and endeavor to maintain levels of service on the surrounding local roadways, a phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan.
Policy CD-16.3	***Balanced Economic Base*** Encourage the development of a balanced mix of residential, retail, commercial, and industrial sectors of the economy.	**Consistency Finding: Level II.** The Project area is surrounded by development which is regulated by other Specific Plans, i.e., the Northfield/Seagate Business Park Specific Plan and the McInnes Ranch Specific Plan. The inclusion of Sakioka Farms Specific Plan affords the ability of the City to guide the orderly development for a variety of uses in the Northeast Industrial Area of the City.
Policy CD-16.5	***Industrial and Commercial Development Standards*** Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.	**Consistency Finding: Level II.** The Project area is surrounded by development which is regulated by other Specific Plans, i.e., the Northfield/Seagate Business Park Specific Plan and the McInnes Ranch Specific Plan. The inclusion of Sakioka Farms Specific Plan affords the ability of the City to guide the orderly development for a variety of uses in the Northeast Industrial Area of the City. The Specific Plan Final EIR incorporates Project design features and 78 Mitigation Measures to avoid or mitigate potential Project impacts to the maximum extent feasible.
Policy CD-16.7	***Flexibility in Regulation Implementation*** Continue to research and update the zoning code and related regulations in order to allow development to adequately respond to market conditions.	**Consistency Finding: Level II.** Guided by section 3.1 Development Phasing, the Specific Plan is designed for maximum flexibility and anticipates that individual development projects will be constructed over a period of years; with no specific target date for completion. Development starts and occupancy will be dictated by market forces and phased accordingly.

Goal CD-17	***Employment Opportunities*** **Expanded employment and self-employment opportunities in the community, providing a full range of quality career choices for all age groups.**	
Policy CD-17.1	***Retain Local Talent*** Provide opportunities for a variety of local jobs and actively support efforts to retain residents who have completed higher education.	**Consistency Finding: Level II.** SCAG projections for the City of Oxnard estimate job growth of 6,255 between 2005 and 2010 and 3,691 jobs between 2010 and 2015 in this area. The anticipated job growth within the Specific Plan area would be within this forecast. The Master Plan Concept for the Specific Plan recognizes the need for a series of high profile, high quality office buildings in an area that has been identified as a gateway to the City. The central portion of the Plan area allows for business research uses which would be expected to employ those who have completed higher levels of education.
Policy CD-17.6	***Business Expansion*** Focus business attraction, retention, and expansion efforts on companies and institutions that bring quality jobs that provide benefits and livable wages for Oxnard residents.	
Goal CD-18	***Economic Development*** **Economic development to provide jobs for current and future residents.**	
Policy CD-18.7	***Research Relocation of Agricultural Support Uses*** Initiate research into the opportunities and constraints of gradually relocating agricultural support uses outside the DETOD and Central Industrial Area to existing and new industrial parks better suited for long term sustainable activity and better situated to the production fields and 101 Freeway for truck and related agricultural vehicle movement.	**Consistency Finding: Level I.** The Project site is currently used year-round for agricultural purposes, however, the Oxnard 2020 General Plan, adopted in 1990, identified the Project site for an industrial/business park complex. Further, the Specific Plan is in conformance with the proposed 2030 General Plan designations for the Project site as Business Research Park and Light Industrial. The Project site is proximate to regional transportation corridors. Section 4.4 Circulation Plan, provides for a phasing of street improvements to correspond to the phased development in each Planning Area. As such the Project is not anticipated to interfere with agricultural vehicle movement.

Chapter 4. Infrastructure & Community Services		
Goal ICS-1	***Adequate Facilities*** Provision of adequate facilities and services that maintain service levels, with adequate funding.	
Policy ICS-1.2	***Development Impacts to Existing Infrastructure*** Review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.	**Consistency Finding: Level II.** Section 4.6, Public Facilities Plans, of the Specific Plan identifies existing and proposed infrastructure, including water, sewer, storm drain systems and facility improvements to serve development in the Specific Plan area and would guide the detailed design, construction and appropriate phasing for the necessary improvements.
Policy ICS-1.3	***Funding for Public Facilities*** Continue to utilize developer fees, public facilities fees, and other methods (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.	**Consistency Finding: Level II.** A Development Agreement between the City of Oxnard and the Project Developer would be entered into under which the Project Developer would agree to provide infrastructure, land for a fire station and/or pay applicable City and County impact fees in the amount agreed to by the City and Developer which would mitigate both Project and cumulative impacts.
Policy ICS-1.4	***Infrastructure Conditions of Approval*** New development should not be approved unless: • The applicant demonstrates adequate public services and facilities are available; • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement; • Infrastructure improvements are consistent with City infrastructure master plans; and • Require infrastructure expansion needed for future development to be self-funding so current residents do not subsidize infrastructure needed for future growth.	**Consistency Finding: Level II.** This is a standard condition of approval that the City would require of the new buildings constructed at the Project site. Section 4.6, Public Facilities Plans, of the Specific Plan identifies existing and proposed infrastructure, including water, sewer, storm drain systems and facility improvements to serve development in the Specific Plan area and would guide the detailed design, construction and appropriate phasing for the necessary improvements. The Specific Plan Final EIR incorporates Project design features and 78 Mitigation Measures to avoid or mitigate potential Project impacts to the maximum extent feasible. A Development Agreement could be entered into under which the Project Developer would agree to provide infrastructure, land for a fire station and/or pay applicable City and County impact fees in the amount agreed to by the City and Developer which would mitigate both Project and cumulative impacts.

Goal ICS-2	***Circulation and Transportation System*** A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" at designated intersections unless excepted.	
Policy ICS-2.1	***Coordinate with Regional Transportation Planning*** Continue to work cooperatively with the various local, state, and federal transportation agencies and private operators in Ventura County to maintain a transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity. Continue to participate in Congestion Management Program (CMP) led by the Ventura County Transportation Commission (VCTC).	**Consistency Finding: Level II.** The Project site is proximate to regional transportation corridors. A phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan. The City and Project Developer would continue to work cooperatively with local, state, and federal transportation agencies and private operators in Ventura County and to participate in the CMP led by the VCTC.
Policy ICS-2.2	***Improved Port of Hueneme Access*** Continue to improve access to the Port of Hueneme and between the Port and the Ventura Freeway.	**Consistency Finding: Level II.** Rice Avenue is a Port Hueneme truck route and will, in the future be under the control of Caltrans and become State Route 1 through Oxnard. The Rice Avenue/Ventura Freeway interchange is starting complete reconstruction and the Del Norte/Ventura Freeway interchange is being planned for improvements that anticipate the buildout of the Project/Plan.
Policy ICS-2.5	***Mitigate Impacts on County Roads*** Require new development to contribute to the enhancement of Ventura County-maintained roads based on an updated City/ County Memorandum of Understanding.	**Consistency Finding: Level II.** A Development Agreement between the City of Oxnard and the Project Developer would be entered into under which the Project Developer would agree to provide infrastructure and/or pay applicable City and County impact fees in the amount agreed to by the City and Developer which would mitigate both Project and cumulative impacts on County roads.
Goal ICS-3	***Level of Service*** Provision of adequate facilities and services that maintain service levels, with adequate funding.	
Policy ICS-3.1	***CEQA Level of Service Threshold*** Require level of service "C" as the threshold of significance for intersections during environmental review.	**Consistency Finding: Level I.** With the adaptive management implementation of Mitigation Measures I-1 through I-33, traffic impacts of the proposed Project are reduced to a less than significant level except for
Policy ICS-3.2	***Minimum Level of Service C and Exceptions*** Maintain level of service "C" for all intersections incorporated in	

	the Oxnard Traffic Model. The City Council allows as an exception level of service "D" either in the AM or PM periods, or both, at the five intersections listed below and level of service "F" at Five Points in order to avoid adversely impacting private homes and/or businesses resulting from additional mitigations, or preserve or enhance aesthetic integrity. 1. C Street and Wooley Road 2. Oxnard Boulevard and Vineyard Avenue 3. Oxnard Boulevard and Gonzales Road 4. Gonzales Road and Rose Avenue 5. Five Points (Oxnard Boulevard/Saviers Road/Wooley Road)	cumulative significant traffic impacts at the five intersections shown below that are an unavoidable significant impact after implementation of the recommended mitigation measures: 1. C Street and Wooley Road (PM LOS D), 2. Vineyard Avenue and Oxnard Boulevard (PM LOS D), 3. Oxnard Boulevard & Gonzales Road (PM LOS D), 4. Rose Avenue & Gonzales Road (AM LOS D), and 5. "Five Points" Oxnard Blvd/Saviers Rd (AM LOS D and PM LOS E). These are the same impacts and below LOS C intersections that the 2030 General Plan Program EIR found significant and unavoidable on a citywide basis.
Policy ICS-3.3	***New Development Level of Service C*** Determine as part of the development review and approval process that intersections associated with new development operates at a level of service of "C" or better. The City Council may allow an exception to level of service "D" in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.	
Policy ICS-3.4	***Roadway Design/101 Freeway Capacity*** Review the potential addition of auxiliary lanes or lane expansion to increase roadway width and number of lanes, where feasible, in order to mitigate traffic congestion and improve level of service.	**Consistency Finding: Level II.** Per Mitigation Measure I-34, the Project Developer shall pay applicable City and County traffic impact fees toward implementing improvements that are, or are subsequently included, component(s) of the Oxnard Traffic Capital Improvement Program which: 1) extend and connect north- and south-bound Ventura Freeway exit and entrance ramps between Oxnard Blvd and Del Norte Blvd. and/or 2) extend Gonzales Road and/or Ventura Road to Central Avenue.
Policy ICS-3.6	***Monitoring Level of Service*** Review the functioning of the roadway network on a regular basis with the collection of traffic counts and updating and running of the Oxnard Traffic Model to reclassify intersection levels of service.	**Consistency Finding: Level I.** The 34 traffic mitigation measures included in the Specific Plan Final EIR are part of an adaptive management mitigation program. Subsequent traffic studies required by development under the Specific Plan may change the number and type of improvements based upon the phasing of development, traffic counts and future travel behavior. Adaptive management will allow consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures.

Policy ICS-3.8	***2030 Circulation System Diagram*** Utilize the 2030 circulation system diagram (Figure 4-1) in evaluating new development proposals, the City's capital improvement program, and other relevant activities. Update the diagram as appropriate to reflect adopted changes to the City's circulation system.	**Consistency Finding: Level I.** The Circulation Plan of the Sakioka Farms Specific Plan is in conformance with the proposed 2030 General Plan Circulation System Diagram.
Goal ICS-4	***Goods Movement*** **A functional and balanced goods movement system that provides timely and efficient transportation of goods generated by the Prot of Hueneme and agricultural, industrial, and commercial areas.**	
Policy ICS-4.1	***Enhance Goods Movement*** Coordinate with the Oxnard Harbor District, the City of Port Hueneme, NBVC, and other organizations associated with goods movement to promote and expand economic development while preserving the City's quality of life.	**Consistency Finding: Level I.** Rice Avenue is a Port Hueneme truck route and will, in the future be under the control of Caltrans and become State Route 1 through Oxnard. The Rice Avenue/Ventura Freeway interchange is starting complete reconstruction and the Del Norte/Ventura Freeway interchange is being planned for improvements that anticipate the buildout of the Project/Plan.
Policy ICS-4.3	***Truck Route Designation and Buffers*** Coordinate with the City of Port Hueneme and the County of Ventura to designate commercial vehicle routes that improve goods movement through the City with minimal impact on residential areas, and investigate and implement appropriate and feasible buffers along truck routes. Maintain a truck route diagram in the office of the Traffic Engineer for public use.	
Goal ICS-6	***Transit*** **Public transit system that serves the needs of the residents and workers of Oxnard.**	
Policy ICS-6.1	***Transit Facilities for New Developments*** Include transit facilities such as bus benches, shelters, pads or turnouts, where appropriate, in new development improvement plans.	**Consistency Finding: Level II.** A phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan. Bicycle lanes would be located within the public right-of-way for Gonzales Road consistent with the City of Oxnard Bicycle Facilities Master Plan.
Policy ICS-6.2	***Transit Service Provision*** Continue to participate with public transit agencies to develop bus service to major commercial, employment, school and special event destinations.	**Consistency Finding: Level II.**

Goal ICS-7	***Transportation Demand Management*** Effective Transportation Demand Management (TDM) Programs that help achieve air quality goals and minimize congestion.	
Policy ICS-7.1	***Require Transportation Demand Management Programs(TDM)*** Consider requiring TDM programs with preferred parking, car pool and van pool vehicles, and ride sharing where feasible and appropriate.	**Consistency Finding: Level I.** In order to reduce vehicle trips and GHG emission a phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan. Although Gold Coast Transit service is not currently provided to the Project site, development of the Project as well as the Camino Real Business Park Specific Plan project will lead Gold Coast Transit to serve this area of the City. The Project Circulation Plan identifies existing and proposed bus turnout locations along adjacent arterial roadways. Bicycle lanes would be located within the public right-of-way for Gonzales Road consistent with the City of Oxnard Bicycle Facilities Master Plan. The Master Plan concept incorporates a public pedestrian walkway system with landscaped minimum five-foot wide pedestrian walkways required on both sides of the street.
Policy ICS-7.2	***Reduce Single-Occupancy Automobile Dependency*** Reduce single-occupancy automobile use and increase the use of alternative forms of transportation.	
Policy ICS-7.3	***Travel Demand Management (TDM) Development Patterns*** Promote compact, mixed use development patterns that compliment and encourage TDM programs, pedestrian and bicycle travel, and transit use.	
Goal ICS-8	***Bicycle and Pedestrian*** Safe bicycle and pedestrian circulation throughout the City.	
Policy ICS-8.1	***Improved Bicycle and Pedestrian Safety*** Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors.	**Consistency Finding: Level II.** Bicycle lanes would be located within the public right-of-way for Gonzales Road consistent with the City of Oxnard Bicycle Facilities Master Plan. The Master Plan concept incorporates a public pedestrian walkway system with landscaped pedestrian walkways required on both sides of the street. Illumination of landscape and pedestrian walkways shall be accomplished with low-level unobtrusive fixtures. There would be a maximum height of 35 feet for light standards and exterior lighting in public areas will be independent of tenant control. Specific guidelines would ensure that lighting for the new uses
Policy ICS-8.2	***Bicycle Route Plan*** Plan a citywide system of safe, efficient, and attractive bicycle routes for commuter, school, and recreational use. Maintain a bicycle route map in the office of the City Traffic Engineer that is widely available for public use.	
Policy ICS-8.3	***Completing Bicycle and Sidewalk Network*** Prioritize plans for bicycle and pedestrian facilities that provide continuity, and close gaps in the city's existing bike path and sidewalk network.	

Policy ICS-8.4	***New Development Requires Bicycle Improvements*** Where designated, require proposed developments to include bicycle paths and / or lanes in their plan and to clearly indicate possible bicycling hazards such as speed bumps and storm drain inlet grates in parking lots.	are strategically located to minimize the impact to adjacent properties. All proposed lighting shall comply with the City's Outdoor Lighting Code & Guidelines.
Policy ICS-8.6	***Americans with Disability Act (ADA) Handicap Requirements*** Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian area, and parks.	**Consistency Finding: Level II.** This is a standard condition of approval that the City would require of all new development constructed at the Project site.
Policy ICS-8.9	***Street Crossings*** Design street crossings to provide for the safety needs of bicyclists and pedestrians in accordance with the designations set forth in the Bicycle Master Plan.	**Consistency Finding: Level II.** All bicycle lanes and pedestrian walkways within the Specific Plan area would be consistent with the design standards in City of Oxnard Bicycle Facilities Master Plan.
Policy ICS-8.11	***Bicycle Parking and Storage*** Develop standards for safe and adequate facilities for storing and locking bicycles at business and employment centers, recreation areas, and major public facilities.	**Consistency Finding: Level II.** All bicycle storage facilities within the Specific Plan area would be consistent with the design standards in City of Oxnard Bicycle Facilities Master Plan.
Goal ICS-9	***Parking*** **Adequate parking and loading facilities to support residential and commercial parking needs.**	
Policy ICS-9.2	***Development Has Adequate Parking*** Review development proposals to encourage shared parking use and ensure adverse parking impacts are minimized or avoided.	**Consistency Finding: Level II.** Per section 6.3.9 Parking, of the Specific Plan Development Regulations, off-street parking facilities for motor vehicles and bicycles would be provided for all new buildings or any change in existing building that would result in additional parking spaces being required. The actual number of parking spaces is not known at this time under the proposed Specific Plan, but would be determined by the City at the time that each building is developed within the Project site. The City requires that the number of parking spaces meet or exceed City standards for the new or modified buildings. Therefore, the Project would comply with City parking requirements and any parking-related impacts would be less than significant.

Goal ICS-11	***Water Supply and Water Quality*** Water supply, quality, distribution, and storage adequate for existing and future development.	
Policy ICS-11.6	***Water Conservation and/or Recycling Connection as Mitigation*** Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.	**Consistency Finding: Level I.** The proposed Project, with implementation of water neutral Mitigation Measures N-1 through N-6, and N-9 through N-13, would be in compliance with these policies.
Policy ICS-11.7	***Water Wise Landscapes*** Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new and replacement landscaping.	
Policy ICS-11.12	***Water for Irrigation*** Require the use of non-potable water supplies for irrigation of landscape and agriculture, whenever available.	
Policy ICS-11.13	***Water Neutral Policy and Urban Water Management Plans*** Incorporate the City's Water Neutral Policy regarding new development into the 2010 Urban Water Management Plan and development appropriate ordinances, policies, and/or programs to fully implement the policy wherein new large development brings new water supply to the City equal to or exceeding the project's estimated water demand.	
Goal ICS-12	***Wastewater collection, Treatment, and Disposal*** Water supply, quality, distribution, and storage adequate for existing and future development.	
Policy ICS-12.1	***Water Recycling and Resource Recovery*** Require water recycling and resource recovery where possible in industrial operations to minimize sewer flows and sewer treatment demands.	**Consistency Finding: Level II.** The proposed Project, with the implementation of Mitigation Measure N-13, would be in compliance with this policy.
Policy ICS-12.6	***Timing of Future Development*** Impose conditions in order to ensure adequate wastewater capacity for proposed new development.	**Consistency Finding: Level II.** New sewer facilities constructed onsite will have to be connected to both the Rice Avenue and Del Norte Boulevard

		existing sewer lines. The eventual development of the Project site was anticipated when the Northeast Industrial Area infrastructure was planned. Since there are existing sewer lines adjacent to and nearby the Project site, with sufficient capacity to handle the flows from the proposed project, no offsite sewer line improvements are anticipated, other than the proposed project's connection.
Goal ICS-13	***Stormwater Drainage*** **Adequately sizes storm drain systems and discharge treatment, certified levees, and implementation of appropriate National Pollutant Discharge Elimination System (NPDES) permits and regulations.**	
Policy ICS-13.2	***Adequate Storm Drains and NPDES Discharge Treatment*** Provide storm drainage facilities with sufficient capacity to protect the public and property from the appropriate storm event and strive to meet storm water quality discharge targets set by NPDES and related regulations.	**Consistency Finding: Level II.** The Specific Plan storm drain system would comply with the requirements of the NPDES as described in the City's permit as well as the provisions of the Ventura County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) where applicable. The proposed Project would result in a substantial increase in impervious surfaces on the Project site. While this would increase the potential for runoff from the Project site, thus increasing potential for offsite flooding, the construction of detention basins would reduce flows from the Project site and therefore, would not increase offsite flows and/or erosion potential.
Policy ICS-13.3	***Stormwater Detention Basins*** Design stormwater detention basins to ensure public safety, to be either visually attractive or unobtrusive, provide temporary or permanent wildlife habitats, and recreational uses where feasible in light of safety concerns.	
Policy ICS-13.4	***Low Impact Development*** Incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and flow rate), and (4) public education.	
Goal ICS-14	***Solid Waste Management*** **Reduced solid waste and increased recycling.**	
Policy ICS-14.3	***New Development Requirements*** Continue to require developers and operators to employ practices that reduce the quantities of waste generated and promote resource recovery during construction, demolition, and operation.	**Consistency Finding: Level II.** The City currently collects and disposes refuse through the City-owned Del Norte Regional Recycling and Transfer Station. Del Norte recycles 50-80 percent of the refuse it receives. This facility was opened in 1996 to assist the City in meeting the needs of AB 939.

		The City Solid Waste Division offers waste reduction education to schools and community groups; and technical recycling assistance to commercial and industrial sectors. As discussed in Section IV.N, Utilities, Solid Waste, the project is required to participate in all applicable City recycling programs. The Project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.
Goal ICS-17	***Gas and Electric Utilities*** **Adequate and efficient public utilities that meet the needs of residents of the City.**	
Policy ICS-17.3	***Promoting Renewable Energy Production*** Encourage the use of renewable solar, wind, and other electric generation technologies instead of new or expansion of fossil fuel-based generation facilities.	**Consistency Finding: Level I.** Mitigation Measures J-3 and J-5 included in the Final EIR require the use solar or low-emission water heaters in new buildings where feasible and that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible.
Policy ICS-17.5	***Undergrounding of Utility Lines*** Require undergrounding of utility lines in new development, except where it is not feasible due to electrical transmission load or other operational issues.	**Consistency Finding: Level I.** This is a standard condition of approval that the City would require of all new development constructed at the Project site.
Goal ICS-19	***Law Enforcement*** **Adequate and effective law enforcement and the incorporation of crime prevention features in developments.**	
Policy ICS-19.5	***Incorporating Security Design Principles*** Encourage crime prevention and defensible space through design principles such as those employed through the National Crime Prevention Through Environmental Design program, Neighborhood Watch Program, and/or other appropriate methods to enhance public safety.	**Consistency Finding: Level II.** Per Mitigation Measure M.2-2, the building and site design of developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.
Policy ICS-19.7	***New Development*** Require new developments to fund a fair share extension of police services to maintain service standards, including personnel and capital improvement costs.	

Goal ICS-20	***Fire Protection*** Protected public through effective fire protection services and the incorporation of fire safety features in new development.	
Policy ICS-20.2	***Provision of Fire Station Facilities and Equipment*** Achieve and maintain fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the City's service standards (ISO rating and response time).	**Consistency Finding: Level I.** The Specific Plan permits the development of 1.7 million square feet of development (approximately 20 percent of allowed development by the Specific Plan) prior to the completion of a fully operational fire station. The exact location of an approximately 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road and construction of the fire station are subject to a future agreement among City, Oxnard Fire Department (OFD) and Developer. With the construction of the fire station within the Project site, the OFD would be able to service the project area and the eastern part of Oxnard with adequate response time and distance.
Policy ICS-20.3	***Commercial and Industrial Sprinkler Requirements*** Require new commercial, residential, and industrial development to provide sprinklers and related fire detection and suppression equipment per City Fire Department requirements, and incorporate measures for fire prevention and access for firefighting personnel and equipment.	**Consistency Finding: Level II.** These are standard OFD conditions of approval that the City would require of all new development constructed at the Project site.
Policy ICS-20.5	***Fire Services to New Development*** Require new developments to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvements costs.	**Consistency Finding: Level II.** Since the Project is on a 10-20 year buildout, construction impacts will be mitigated by the construction of a new station (No. 10). The station would be built on 1.5 acres dedicated by Sakioka Farms – following the development of up to 1.7 million square feet – per a Development Agreement to provide service to the Project and the eastern part of Oxnard.
Policy ICS-20.7	***Adherence to City Standards*** Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.	**Consistency Finding: Level II.** These are standard OFD conditions of approval that the City would require of all new development constructed at the Project site.
Policy ICS-20.8	***Development Review*** Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.	**Consistency Finding: Level II.** These are standard OFD conditions of approval that the City would require of all new development.

Policy ICS-20.10	***Adequate Emergency Access and Routes*** Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.	**Consistency Finding: Level II.** These are standard OFD conditions of approval that the City would require of all new development constructed at the Project site.
Goal ICS-23	***Parks and Recreation*** A full range of recreational facilities and services accessible to all Oxnard residents, workers, and visitors.	
Policy ICS-23.3	***Identifying Additional Parklands*** Prior to incorporation of residential projects or areas into the City, assess the need for additional parkland and the need and desire for pet-friendly areas within parks.	**Consistency Finding: Level II.** The proposed Project would provide 3 acres (130,680 square feet) of neighborhood open space and pay Quimby fees if the 890 residential units option is chosen for development. There would be no park if the non-residential option is chosen. However, each subsequent development would be evaluated for the need of an employee outdoor "lunch" area and/or bicycle facilities.
Policy ICS-23.10	***Park Siting and Design to Maximize Security*** Require that new parks be located and designed in such a way as to facilitate their security and policing.	**Consistency Finding: Level II.** Project review for crime deterrence and prevention features are standard Oxnard Police conditions of approval that the City would require of all new development constructed at the Project site.
Chapter 5. Environmental Resources		
Goal ER-5	***Water Resources*** Well managed water supply and wastewater treatment programs that together meet expected demand, prevent groundwater overdraft, and ensure water quality.	
Policy ER-5.5	***Abandoned Water Wells and Transfer of Water Rights*** Require immediate capping of abandoned water wells at the time of abandonment and where appropriate and feasible, require and accept transference of water rights to the City.	**Consistency Finding: Level I.** Water wells and monitoring wells will be closed in compliance with City and State standards as development occurs. Per Mitigation Measure N-12.1, should subsequent project development incur water demand in excess of that anticipated by the adopted 2010 UWMP and/or the City's water supplies are reduced below those anticipated by the adopted 2010 UWMP, the Project developer shall provide to the City additional water rights of at least the shortage amount.

Goal ER-7	***Roadway Aesthetics*** Improved aesthetic quality of major roadways and entrances.	
Policy ER-7.1	***Medians and Parkways*** Ensure that major arterials include landscaped medians and parkways.	**Consistency Finding: Level II.** Per section 4.5, Landscape Concept of the Master Plan Concept, the landscaping objective for the project is to create a hierarchy and organization of the landscape which assists in way-finding while providing for a park-like image along the Project streets.
Goal ER-10	***Landscaping and Trees*** Enhanced landscape quality with an emphasis on landscape practices, management, and plant species that are appropriate to Oxnard and its coastal climate.	
Policy ER-10.1	***Promote use of Native and Water Wise Plants*** Promote the development of a native, drought-tolerant landscape character throughout the City that re-enforces a unified and cohesive landscape character and discourage plants that are invasive or problematic in other ways as determined by the City's landscape architect.	**Consistency Finding: Level II.** Per section 4.5, Landscape Concept of the Master Plan Concept, landscape plans for the Project would utilize an approved list of drought-tolerant and low water usage plant materials and limit turf use.
Goal ER-11	***Cultural and Historic Resources*** Identification, protection, and enhancement of the City's archeological, historical, and paleontological resources.	
Policy ER-11.1	***Archaeological Resource Surveys*** Continue to require a qualified archaeologist to perform a cultural resources study prior to project approval. Inspection for surface evidence of archaeological deposits, and archaeological monitoring during grading should be required in areas where significant cultural resources have been identified or are expected to occur.	**Consistency Finding: Level II.** With the implementation of Mitigation Measures A-1 and A-2 the Project would be in compliance with these policies.
Policy ER-11.6	***Identification of Archaeological Resources*** In the event that archaeological/paleontological resources are discovered during site excavation, continue to require that grading and construction work on the project site is suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist.	
Policy ER-11.7	***Native American Remains*** Continue to comply with State laws relating to the disposition of Native American burials consistent with the CEQA Guidelines (Section 15064.5) if human remains of possible Native American	

	origin are discovered during project construction.	
Goal ER-12	***Agricultural and soil Resources*** **A viable agricultural industry, maintained and enhanced soil resources, reduced erosion, and increased agricultural productivity.**	
Policy ER-12.5	***Soil Conservation and Transfer*** Encourage the conservation of agricultural soils by requiring, if feasible and warranted by expert opinion, the transfer of topsoil from agricultural land being developed for urban uses.	**Consistency Finding: Level I.** With the implementation of Mitigation Measure C-1 the Project would be in compliance with this policy.
Policy ER-12.6	***Best Agricultural Practices*** Work with the County Agricultural Commissioner to promote best agricultural practices, especially with regards to irrigation, crop spraying, and runoff on land still being farmed within the City.	**Consistency Finding: Level II.** With the implementation of Mitigation Measure C-2 the Project would be in compliance with this policy.
Goal ER-14	***Air Quality Resources*** **Improved air quality and minimized adverse effects of air pollution on human health and the economy.**	
Policy ER-14.1	***Incorporate Ventura County AQMP Mitigations*** Incorporate construction and operation mitigation measures recommended or required by the current Ventura County Air Quality Management Plan (AQMP) when preparing CEQA reviews, as appropriate.	**Consistency Finding: Level I.** Section IV.J, Air Quality, of the Final EIR recommends implementation of Mitigation Measures J-1 through J-6 for reducing the construction-related and operational air quality impacts of the proposed project.
Policy ER-14.2	***Transportation Demand Management(TDM)*** Employ best traffic management practices such as bus turnouts and traffic signal synchronization in order to reduce traffic-related air emissions impacts; require commercial developers to improve public transit service between residential and employment uses or shopping centers, bike lanes and protected bicycle parking areas, and other project features that would reduce the need for automobile trips related to the development; and require Transportation Management Associations (TMA) for projects that may have adverse air quality impacts related to mobile sources and contributions to off-site TDM funds to reduce residual impacts that cannot be mitigated on a project-specific basis.	**Consistency Finding: Level I.** In order to reduce vehicle trips and GHG emissions a phased TDM Program would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan.
Policy ER-14.4	***Emission Control Devices*** Require all construction equipment to be maintained and tuned to meet appropriate EPA, CARB, and VCAPCD emissions requirements and when new emission control devices or	**Consistency Finding: Level II.** With the implementation of Mitigation Measure J-1 the Project would be in compliance with these policies.

	operational modifications are found to be effective, such devices or operational modifications are required on construction equipment.	
Policy ER-14.5	***Reducing Construction Impacts during Smog Season*** Require that the construction period be lengthened to minimize the number of vehicles and equipment operating at the same time during smog season (May through October).	
Policy ER-14.6	***Minimizing Dust and Air Emissions through Permitting Requirements*** Continue to require mitigation measures as a condition of obtaining building or use permits to minimize dust and air emissions impacts from construction.	
Policy ER-14.7	***Mitigation Monitoring*** Ensure that projects with identified air quality impacts in their respective EIRs are subject to effective mitigation monitoring as required by AB 3180.	**Consistency Finding: Level II.** All mitigation measures recommended in the Final EIR would be implemented and monitored as required by local Agency guidelines and AB 3180.
Policy ER-14.12	***Use VCAPCD Air Quality Assessment Guidelines*** Use the VCAPCD Air Quality Assessment Guidelines and recommended analytical tools for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall continue to cooperate with the VCAPCD in the review of development proposals.	**Consistency Finding: Level II.** The Final EIR for the Sakioka Specific Plan utilized all VCAPCD recommendations for determining environmental impact thresholds and analysis tools; therefore the Project is in compliance with this policy.
Policy ER-14.13	***Co-locate Ancillary Services*** Strongly encourage the location of ancillary employee services (including, but not limited to, childcare, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.	**Consistency Finding: Level II.** Although no specific amenities such as the ones recommended are required in the Specific Plan, these are amenities that could be included in a TDM for the Specific Plan area and these amenities are allowed at the site under the Specific Plan. Should the discretionary housing alternative be adopted all residential projects shall require provisions for childcare facilities either on-site or through participations in an off-site facility within the 'Town Center'.

Chapter 6. Safety and Hazards		
Goal SH-1	***Liquefaction and Subsidence Risks*** Minimal damage to structures, property, and infrastructure as a result of liquefaction and subsidence.	
Policy SH-1.1	***Minimize Liquefaction Risk*** Ensure that structures for human occupancy are only constructed or placed on a potential liquefaction site if the approved geological report shows that an acceptable hazard risk would be created and/or required mitigation measures are met.	**Consistency Finding: Level II.** The proposed Project site is located in an area mapped as potentially liquefiable on CGS Seismic Hazard Maps. Additionally, geotechnical studies for nearby parcels indicate that groundwater in the area is shallow and that layers of potentially liquefiable sediments exist in the area. In the event of strong groundshaking, liquefaction could occur, resulting in damage to Project structures. This is a potentially significant impact. However, proper design following industry standards, including required detailed geotechnical surveys for proposed development and City and State Building codes for Seismic Zone 4, would reduce the potential impact related to exposing people or structures to hazards related to liquefaction to a less than significant level.
Policy SH-1.2	***Minimize Subsidence Trends*** Avoid increases in the level of groundwater extraction as a method for meeting new water demands if the extraction leads to subsidence, or unless a comprehensive reinjection program is approved and implemented to offset extractions.	**Consistency Finding: Level II.** These are standard Oxnard Department of Building and Engineering Services conditions of approval that the City would require of the new buildings constructed at the Project site.
Policy SH-1.3	***Building Code Standards*** Require that all new buildings and alterations to existing buildings be built according to the seismic requirements adopted within the most current City of Oxnard Building Code, or its adopted equivalent.	
Policy SH-1.4	***Soil, Geologic, and Structural Evaluation Reports*** Require that adequate soils, and geologic and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for applicable development.	**Consistency Finding: Level II.** With the implementation of Mitigation Measure F-1 the Project would be in compliance with these policies.
Policy SH-1.5	***Required Geologic Reports*** Continue to require the submission of a geological report for proposed development located in a potential liquefaction area.	
Policy SH-1.6	***Liquefaction Report Waivers*** Allow the waiver of the liquefaction reports only in certain situations where it can be	

	shown that that groundwater or geologic conditions do not constitute a liquefaction hazard.	
Policy SH-1.7	***Soil Investigations*** Continue to require a complete site-specific soils investigation that addresses liquefaction and compressible soil characteristics and identifies construction techniques or other mitigation measures to prevent significant impacts upon the proposed development.	
Policy SH-1.8	***Mitigating Seismic Hazards*** Where necessary, utilize the expert mitigation measures such as those identified in Special Publication 117: Guidelines for Analyzing and Mitigating Seismic Hazards in California (prepared by the Southern California Earthquake Center) to minimize risk associated with seismic activity.	
Goal SH-6	***Noise Consideration in Development Review*** Consideration of noise levels and impacts in the land use planning and development process.	
Policy SH-6.1	***Construction Noise Control*** Provide best practices guidelines to developers for reducing potential noise impacts on surrounding land uses.	**Consistency Finding: Level II.** As discussed in Section IV.K, Noise, in the Final EIR with adherence to the City of Oxnard Municipal Code Noise section 7-188, impacts associated with construction noise would be less than significant.
Policy SH-6.2	***Limiting Construction Activities*** Continue to limit construction activities to the hours of 7 am to 7pm, Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the City.	
Policy SH-6.4	***New Development Noise Compatibility*** Require that proposed development projects not generate more noise than that classified as "satisfactory" based on CEQA Thresholds of significance on nearby property.	**Consistency Finding: Level II.** As discussed in Section IV.K, Noise, in the Final EIR, future noise levels at the Project site would not exceed City standards for industrial, office, and commercial uses.
Policy SH-6.5	***Land Use Compatibility with Noise*** Encourage non-noise sensitive land uses to locate in areas that are permanently committed to noise producing land uses, such as transportation corridors and industrial zones.	
Policy SH-6.7	***Peak Noise Evaluation Along Truck Routes*** Evaluate peak event noise impacts for existing and proposed development along existing or proposed designated truck routes *and require feasible and appropriate mitigations for project subject to discretionary review and approval.*	**Consistency Finding: Level II.** As discussed in Section IV.K, Noise, in the Final EIR, no mitigation measures are feasible to reduce the cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue. Therefore, the contribution of the proposed Project to this cumulative impact would continue to be significant.

Policy SH-6.9	***Minimize Noise Exposure to Sensitive Receptors*** Prohibit the development of new commercial, industrial, or other noise generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, child and daycare facilities, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA.	**Consistency Finding: Level II.** As discussed in Section IV.K, Noise, in the Final EIR, the proposed Project would increase local noise levels by a maximum of 1.7 dBA CNEL, which is inaudible/imperceptible to most people and would not exceed the identified thresholds of significance.
Policy SH-6.13	***Noise Acceptable for Open Windows and Patios*** Continue to require noise analysis of proposed development projects as part of the environmental review process and require mitigation measures to reduce noise impacts to acceptable levels within outside activity areas and within residential structures without relying on mechanical ventilation, if feasible.	
Goal SH-7	***Hazardous Materials and Uses*** **Minimize risk associated with the transportation, distribution, use, and storage of hazardous materials.**	
Policy SH-7.11	***Hazardous CUPA Materials Inventory*** Continue to require a hazardous materials inventory for businesses and other applicable parties as part of the Certified Unified Program Agency (CUPA) program.	**Consistency Finding: Level II.** The commercial and business office use aspects of the proposed development would not typically handle, use, or dispose of hazardous materials, with the limited exception of standard cleaning products and pesticides or herbicides used in association with standard landscaping and maintenance practices. Employees who work at locations where hazardous materials are found, such as light industrial facilities, could be at risk due to increased hazardous materials use associated with implementation of the proposed project. However, State, federal, and local regulations ensure that the potential for worker and/or public exposure to hazardous materials from improper or unsafe activities, or from accidents, is less than significant.
Policy SH-7.12	***Hazardous Materials Studies*** Ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.	**Consistency Finding: Level II.** A Phase I Environmental Site Assessment (Phase I ESA), titled *Report of Phase I Environmental Site Assessment, Sakioka Farms 427-acre Agricultural Site* was prepared by RBF Consulting, in August 2, 2002 and included as Appendix F to the Draft EIR. With the implementation of Mitigation Measures G-1 through G-6 of the Final EIR, the Project would be in compliance with this policy.

Goal SH-8	***Vehicular Traffic Safety*** Acceptable safety and environmental health risks associated with vehicular transit.	
Policy SH-8.3	***New Roadways and Expanding Existing Streets*** Ensure that construction of new roadways and expansion of existing streets mitigate impacts on air quality, noise, historic resources, sensitive biological areas, and other resources.	**Consistency Finding: Level II.** The Specific Plan Final EIR incorporates Project design features and 78 Mitigation Measures to avoid or mitigate potential Project impacts to the maximum extent feasible.
Chapter 7. Military Compatibility		
Goal MC-3	***Mitigating Military Compatibility Issues*** Mitigating and/or avoided encroachment associated with land uses and development.	
Policy MC-3.4	***Reference the Navy's Military Influence Area Map*** Refer to the Navy's Military Influence Map (Figure 7-1), and as it may be updated, to identify possible City actions in or near NBVC installations, operations areas, and/or on or along designated mobilization routes and consult with NBVC for their input as outlined in other policies within this chapter, as appropriate.	**Consistency Finding: Level I.** Rice Avenue, along the western edge of the Specific Plan area, is within the Military Influence Area of NBVC Point Mugu. The City of Oxnard and the Project Developer would continue to work together and promote the development of a partnership between the City and the Navy that allows for collaboration on land use compatibility issues in order to prevent potential conflicts.
Chapter 8. Housing		
Goal G-3	***Housing Assistance and Special Needs*** Opportunities for the development of quality new housing.	
Policy G-3.4	***Inclusionary Housing Program*** Continue the Inclusionary Housing Program that requires new housing developments to reserve a portion of units for lower-income households or payment of in-lieu fees, and continue to prefer development of on-site affordable units over the in-lieu housing fee. [*Source: Revised 2000-2005 Housing Element, Policy 3.3, modified*]	**Consistency Finding: Level I.** Per Mitigation Measure L-1, if there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that

		estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees.
Goal G-4	***Appropriate Governmental Regulations*** Appropriate governmental regulations that do not unnecessarily or unintentionally impede production of affordable housing	
Policy G-4.2	***Affordable Housing Incentives*** Offer regulatory incentives and design flexibility for affordable housing, such as relief from residential development standards, density bonus greater than 35 percent, and/or fee waivers as appropriate and consistent with State housing laws. *[Source: Revised 2000-2005 Housing Element, Policy 4.2]*	**Consistency Finding: Level II.** Per Mitigation Measure L-1, if there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees.
Goal G-5	***Fair and Equal Housing Opportunity*** Ensure fair and equal housing opportunity.	
Policy G-5.6	***Adjusting Project Development Fees*** Continue to consider alternative sources for and/or deferment of development impact and project reviews fees to enhance the financial feasibility of affordable projects, including the use of Affordable Housing Agreements.	**Consistency Finding: Level II.** Per Mitigation Measure L-1, ten percent of the total units or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment.

REFERENCES

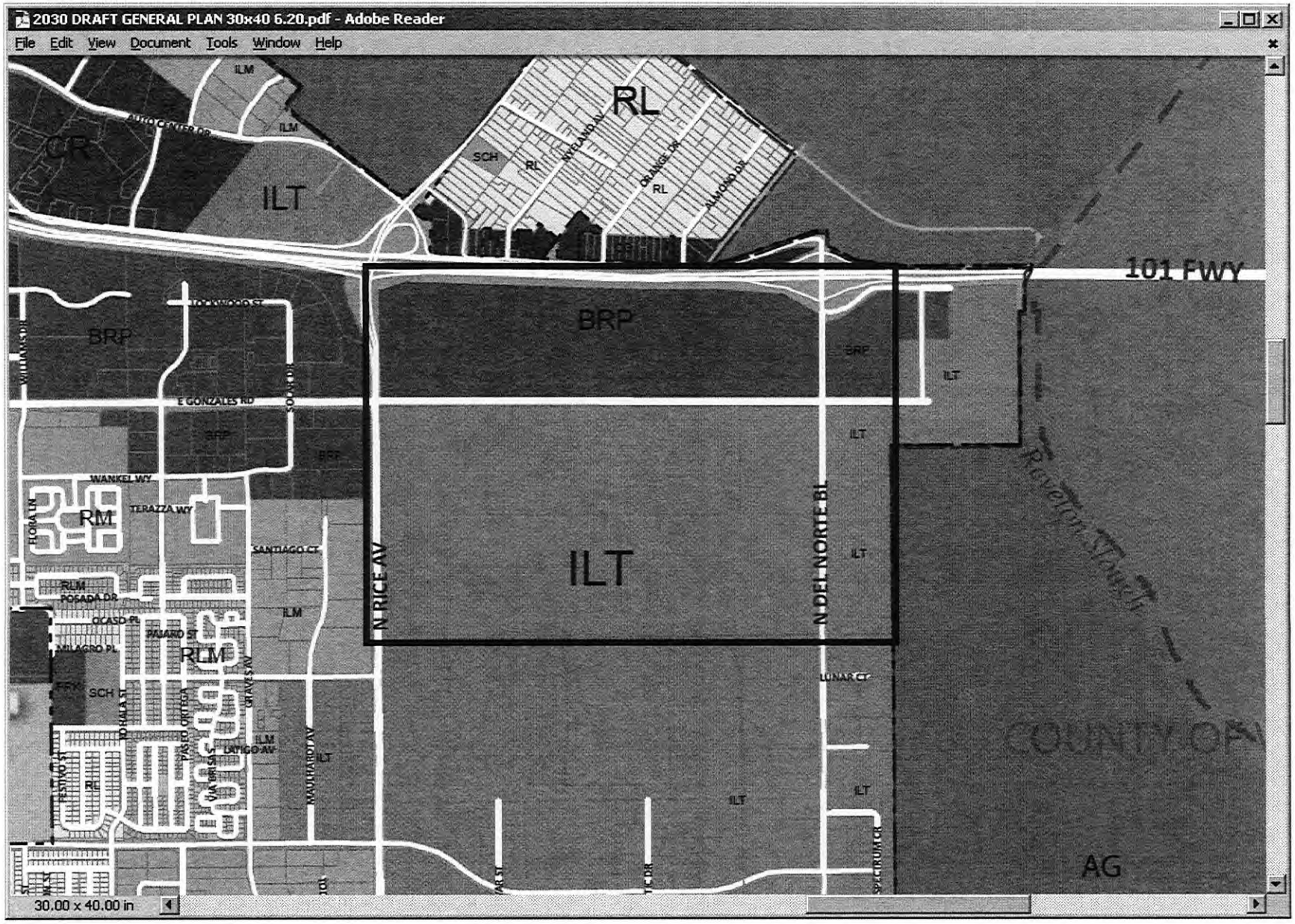
City of Oxnard 2030 General Plan, July 2011

City of Oxnard 2030 General Plan Program Environmental Impact Report (PEIR), including Five Re-circulated Sections, Responses to Comments, and Final PEIR, February 2009.

Sakioka Farms Specific Plan, May 2009

Sakioka Farms Specific Plan Final Environmental Impact Report, July 2011

ATTACHMENT A **Final Draft 2030 General Plan Land Use Designations for the Sakioka Farms Specific Plan Area.**



ATTACHMENT G

Resolution of Recommendation to Certify Final EIR 06-01

RESOLUTION NO. 2011-[EIR - 06-01]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING CITY COUNCIL CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT NO. 06-01 AND ADDENDUM NO. 1 (SCH NO. 2002071070) AND ADOPTION OF FINDINGS OF FACT, THE STATEMENT OF OVERRIDING CONSIDERATIONS, AND THE ADAPTIVE MANAGEMENT MITIGATION MONITORING AND REPORTING PROGRAM FOR THE SAKIOKA FARMS SPECIFIC PLAN GENERALLY LOCATED SOUTH OF THE 101 FREEWAY EAST OF RICE AVENUE AND ALONG DEL NORTE BOULEVARD (APN 216-0-030-075; -105; -145; -155). FILED BY SAKIOKA FARMS, 3183-A AIRWAY AVENUE, #2, COSTA MESA, CALIFORNIA 92626.

WHEREAS, the Planning Commission of the City of Oxnard has thoroughly reviewed and considered Final Environmental Impact Report No.06-01 (State Clearinghouse # 2002071070) (FEIR) for the Sakioka Farms Business Park Specific Plan Project, which has been prepared in accordance with the California Environmental Quality Act (CEQA) and Resolution No. 10,851, as amended, of the City Council; and

WHEREAS, Addendum No. 1 to the FEIR was prepared and documents consistency of the Sakioka Farms Specific Plan with the Draft Oxnard 2030 General Plan (July 2011 version) in the event that the 2030 General Plan is adopted and effective before the City Council considers adoption of the Sakioka Farms Specific Plan, as amended; and

WHEREAS, the Planning Commission has held a public hearing and received and considered oral and written testimony on the FEIR; and

WHEREAS, the Findings of Fact is prepared and attached as Exhibit A for each significant environmental impact identified in the FEIR and Addendum No. 1 that include the ultimate conclusion regarding each significant impact, substantial evidence supporting the conclusion, and an explanation of how the substantial evidence supports the conclusion in compliance with CEQA Guidelines §15091; and

WHEREAS, the Statement of Overriding Considerations is prepared and attached as Exhibit B that explains why the City of Oxnard is willing to balance the benefits of the Sakioka Specific Plan against unavoidable significant impacts in compliance with CEQA Guidelines §15092 and §15093; and

WHEREAS, the Adaptive Management Mitigation Monitoring and Reporting Program is prepared and attached as Exhibit C that ensures compliance with mitigation measures during the development of the Sakioka Specific Plan in compliance with CEQA Guidelines §15091(d) and §15097; and

WHEREAS, the comments of the Commissioners, members of the public, and interested groups and agencies have been adequately responded to.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends City Council certification of the FEIR and Addendum No. 1 and City Council adoption of Findings of Fact, the Statement of Overriding Considerations, and the Adaptive Management Mitigation Monitoring And Reporting Program for the Sakioka Farms Specific Plan, and has determined that these five documents were completed in accordance with CEQA and that these five document reflect the City of Oxnard's independent judgment and analysis.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 18th day of August, 2011, by the following vote:

AYES:

NOES:

ABSENT:

_____
Patrick Mullin, Chair

ATTEST: _____
Susan L. Martin, Secretary

EXHIBIT A

Statement of Findings of Fact

SECTION I: INTRODUCTION

The following findings are based in part on the information contained in the Final Environmental Impact Report (FEIR) for the Sakioka Farms Business Park Specific Plan project (EIR 06-01) as well as additional facts found in the complete record of proceedings.

As defined by Section 15050 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the City of Oxnard is serving as "Lead Agency," responsible for preparing the FEIR for the proposed Sakioka Farms Business Park Specific Plan project.

In accordance with the requirements of the California Environmental Quality Act (CEQA), the City of Oxnard determined that an EIR should be prepared to analyze the potential impacts associated with the approval and implementation of the proposed project. The original NOP for the Draft EIR was circulated for a 30-day review period starting on July 12, 2002 and ending on August 11, 2002. Due to revisions to the original project description, a second NOP was circulated on January 25, 2006. (see Appendices A and B to the Draft EIR for copies of the NOPs and written comments submitted to the Oxnard Planning Department in response to the NOPs.). All NOP comments relating to the EIR were reviewed and the issues raised in those comments were addressed, to the extent feasible, in the Draft EIR.

Based on public comments in response to the NOP and a review of environmental issues by the City of Oxnard Planning Division, the Draft and Final EIRs address the following topics in full detail:

- Land Use and Planning
- Agricultural Resources
- Aesthetics
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Transportation/Traffic
- Air Quality
- Noise
- Population and Housing
- Public Services
    - Fire
    - Police
    - Schools
    - Parks
    - Libraries
- Utilities and Service Systems
    - Water Supply
    - Wastewater

- Solid Waste
- Energy

The issues of Cultural Resources and Mineral Resources were identified as not being significantly impacted by project-induced changes to the environment and were, therefore, discussed in less detail.

The Final EIR evaluated the environmental impacts of the proposed Sakioka Farms Business Park Specific Plan project, which consists of a series of related discretionary actions requested of the City of Oxnard including the following Planning and Zoning Permit Nos.

- Specific Plan Amendment PZ 02-640-01: Sakioka Farms Business Park Specific Plan.
- Zone Change PZ 02-570-04: Adopt the proposed zoning.

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City Council's decision on the Sakioka Farms Business Park Specific Plan project consists of the following:

- All reports, studies, maps, plans, and correspondence received from the applicant in connection with the proposed project;
- The project NOPs, dated July 12, 2002 and January 25, 2006;
- All written comments received in response to the NOPs;
- The Sakioka Farms Business Park Specific Plan Draft EIR (dated September 2010), including all of its appendices;
- Copies of all letters received by the City during the public review period for the Sakioka Farms Business Park Specific Plan Draft EIR;
- The meeting minutes from the October 7, 2010 public hearing held by the Oxnard Planning Commission to receive comments on the Draft EIR;
- Responses to significant environmental points raised in the letters concerning the Draft EIR and the comments made at the October 7, 2010 Oxnard Planning Commission public hearing;
- The Sakioka Farms Business Park Specific Plan Final EIR (dated December 2010), including all of its appendices;
- The meeting minutes from the February 3, 2011 public hearing held by the Oxnard Planning Commission to receive comments on the Final EIR and to consider the project; and
- The Adaptive Management Mitigation Monitoring and Reporting Program.

The Final EIR and all documents identified above are hereby incorporated by reference and are available for review at the City of Oxnard Community Development Department, 305 West Third Street, Oxnard, California.

SECTION II: FINDINGS OF FACT

The following findings are made in order to approve and certify the Final EIR:

> The FEIR contains all of the mandatory contents of Environmental Impact Reports, as contained in Sections 21000-21177 of the California Public Resources Code. In addition, all of the procedures for preparation and review of Environmental Impact Reports required by Article 7 of the CEQA Guidelines have been complied with.

Finding No. 1:

The City Council hereby finds that the FEIR for the Sakioka Farms Business Park Specific Plan project has been prepared in compliance with CEQA. City staff reviewed the document for accuracy, consistency, and completeness prior to its release for public review. Therefore, it is found that the FEIR document reflects the independent judgment of the City of Oxnard.

2. Pursuant to Section 15091 of the CEQA Guidelines:

"No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the final EIR."

The following environmental impact findings on specific environmental issues are made in order to approve the project:

A. Agricultural Resources

Conversion of Farmland of Statewide Importance

The proposed conversion of the existing agricultural land at the Specific Plan site would be considered significant under the California Agricultural Land Evaluation and Site Assessment (LESA) system scoring thresholds.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce the impact associated with the loss of the site from agricultural production:

Mitigation Measure C-1:

This is an adaptive management mitigation measure. The Project developer shall offer, at cost, the top 12 inches of the Prime Farmland soils (at 100 acres) for relocation to a farm site or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements. This mitigation may occur in phases as the areas with Prime Farmland are incrementally developed.

The mitigation measure would allow that no Prime Farmland agricultural soils are lost as a result of the project if a feasible offer is made and accepted to relocate the topsoil. However, the project would result in the permanent conversion of a quality agricultural site to non-agricultural uses. This would be an unavoidable significant impact even with the implementation of the mitigation measure and with recognition that the project site has been planned for conversion to urban use since 1990. Alternatives to the proposed project, were, therefore considered.

Analysis of the project alternatives included consideration of a No Project Alternative, a Housing Substitution Alternative, a Reduced Project with Housing Alternative, and a "Green" sustainable Design Alternative. The EIR identified that only the No Project Alternative would reduce the

impact associated with the loss of the site from agricultural production. However, this alternative would not satisfy any of the identified project objectives. This alternative also would not implement any of the beneficial mitigation measures that would otherwise be implemented by the project. The EIR also concludes that it is unreasonable to assume that the majority of the project site would continue to be used for agricultural resources throughout the foreseeable future. The project site has been designated for urban uses since 1990. Any agricultural productivity at the project site should be considered to be a short-term condition and that other land use plans for the site would be proposed if the proposed project were to be denied by the City.

A **Statement of Overriding Considerations** has been prepared and adopted for the unavoidable and significant impact associated with the loss of the site from agricultural production.

Other changes in the existing environment which could result in conversion of farmland to non-agricultural use.

The proposed project would be constructed on a site within the City of Oxnard that has been planned for conversion from agriculture to urban uses. Therefore, there would be no unanticipated actions that could cause other land in the vicinity of the project site to convert from agriculture to non-agriculture uses. A potential impact could occur, however, if a substantial conflict between the new uses and the surrounding agricultural properties occurs to the point that some of the agricultural land must be permanently taken out of production. Any substantial vandalism, pilferage, or trespassing on the part of employees or visitors of the project site could constitute a significant impact to the agricultural properties. In addition, a comment letter received on the Draft EIR from the County of Ventura, Office of Agricultural Commissioner states that as of July 2010, within the County of Ventura, the environmental determination would be "potentially significant" for a new commercial and industrial project if the project is adjacent to off-site farmland and does not include an on-site buffer as mitigation.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measures to reduce the potential for employees or visitors of the project site to vandalize, pilferage, or trespass on the agricultural property to the south and to buffer off-site agricultural land uses and on-site non-agricultural uses:

Mitigation Measure C-2:
This is an adaptive management mitigation measure. The Project developer shall install a fence or wall with a minimum height of eight (8) feet along the eastern perimeter of the project site that abuts the unincorporated portion of Ventura County when developed is proposed east of Del Norte Boulevard. Fencing may be required between developed phases of the Project and continuing agricultural operations on the remaining Project site based on subsequent entitlement actions.

Mitigation Measure C-3:
This is an adaptive management mitigation measure. In order to buffer on- or off-site agricultural land uses and on-site non-agricultural uses either of the following measures may be undertaken to allow scheduled Restricted Materials applications by an on- or off-site farmer; 1) closure of the buildings during periods when restricted materials will be used on the adjacent farmland parcels or 2) notification, consistent with common-practice in Ventura County, of building occupants and/or building managers that normal

farming activities will occur nearby from time to time which can include noise, mild dust, and odors; that inert and non-toxic substances are frequently used by farmers which should be of no concern to people nearby, and that actual chemical spray drift from farms is rare and should not be misperceived.

Finding No. 2: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to agricultural resources and land use have been identified in the Final EIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The project alternative identified in the Final EIR capable of reducing the loss of the site from agricultural production to a less than significant level is infeasible for the applicant due to specific economic and legal justifications pursuant to Section 15091(a)(3) of the CEQA Guidelines.

B. Cultural Resources

Archeological and Paleontological Resources

There are no known archeological or paleontological resources on the Project site. However, there is a remote possibility that archeological and/or paleontological resources still exist below the surface, and that these remains could be encountered during site preparation generally below two feet in depth.

Human Remains

There is no evidence that human remains are located on the project site. Nevertheless, there is a remote possibility that unsuspected human remains exist below the ground surface and could be encountered during construction.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce the impact associated with archeological and paleontological resources and unsuspected human remains:

Mitigation Measure A-1:

This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation in excess of three feet. In the event that any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the Project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.

Mitigation Measure A-2:

This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities in excess of three feet on the Project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted

immediately, and the Project developer shall notify the City. If any find were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. 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. A final monitoring report(s) shall be provided to the Planning Division prior to approval of final building certificate(s) of occupancy signature.

Finding No. 3: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to cultural resources have been identified in the EIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measures will reduce impacts relating to cultural resources to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

C. Land Use

Land Use Consistency

The potential land use impacts associated with the proposed Specific Plan are determined to be less than significant. Therefore, no mitigation measures are required or recommended. However, if the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms FEIR is certified, then Mitigation Measure B-1 would apply.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce the impact associated with land use:

Mitigation Measure B-1:

If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices.

Finding No. 4: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to land use have been identified in the EIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measure will reduce impacts relating to land use to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

D. Biological Resources

The project site does not support suitable habitat for any sensitive or special status plant or animal species known from the region. Although a few specials status bird species may occasionally forage on or adjacent to the site, the removal of such foraging habitat from project development will not result in an adverse effect to sensitive bird species. The project site does not support suitable nesting habitat for any common or sensitive bird species; however, the adjacent habitat to the east has a low to moderate potential to provide nesting habitat for such species, particularly in the few eucalyptus trees growing just east of site along Revolon Slough. Although this area would not be directly impacted by project construction, disturbance to any birds nesting in this area may result from the noise, dust and/or vibration during adjacent construction. Despite the fact that the fields on-site are tilled in June or July resulting in noise, dust and vibration, birds may nest earlier in this adjacent area prior to such activities and may not be acclimated to tilling activities; therefore, these potentially earlier-nesting birds could be impacted by noise, dust and vibration from construction activities.

The irrigation ditches present at the Project site could potentially be regulated by the Corps as waters of the U.S., waters of the State by RWQCB, and streambeds by CDFG and, if so, their infill may constitute a significant impact. At the time this EIR was prepared, formal wetland delineation had not been completed for the Project site. However, with the implementation of mitigation measure E-2 requiring a formal delineation to be conducted and verified by the Corps, there will be a clearer understanding of the extent to which the Corps will claim jurisdiction over the two irrigation ditches of the site. Similarly, due to potential water quality impacts from the placement of fill into these ditches, the applicant would need to obtain a 401 Water Quality Certification and/or Waste Discharge Requirements (WDR) from the RWQCB. The on-site irrigation ditches would be likely to be subject to the jurisdiction of the California Department of Fish and Game under Sections 1601 or 1603 of the California Fish and Game if the drainages were determined jurisdictional.

The Project site is located adjacent to the Ventura Freeway, and is surrounded by lands that have been disturbed by agricultural and/or industrial uses. The eucalyptus trees along the northern edge of the Project site have the potential to provide temporary habitat for migrating monarch butterflies. Although not listed on the federal or state level as threatened or endangered, this species is listed by the CDFG as a "special animal" and is considered a "rare" species under CEQA Guidelines Section 15380. The potential for monarch butterflies to use these trees as overwintering habitat is considered low, since they have been planted in a row along the freeway, rather than occurring in dense, wind-protected groves, which constitute the ideal overwintering habitat. However, the trees may serve as a temporary aggregation site for the species during the fall, prior to moving to long-term winter roosting sites.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

The Final EIR includes the following mitigation measures to reduce the biological resources impacts of the project:

Mitigation Measure E-1:
This is an adaptive management mitigation measure. In order to avoid adverse impacts to

nesting birds, including nesting migratory birds known to exist in the trees (if any) on the Project site, during construction activities, ground vegetation removal activities must take place outside of the nesting season recognized by the California Department of Fish and Game for species in this area. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 300 foot (500 feet for raptors) buffer radius shall be established until the young have fledged. If nests are observed and lesser buffer distances are desired, the biological monitor shall confer with Planning and Fish and Game staff to determine an appropriate buffer distance based on species specific requirements. This measure does not apply to agricultural row crops.

Mitigation Measure E-2:

This is an adaptive management mitigation measure. Prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the Corps for verification a "Preliminary Delineation Report for Waters of the U.S." and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However, if the Corps considers the feature to be jurisdictional through a "significant nexus" test per recent Corps and EPA guidance,[1] then a Clean Water Act Section 404 permit shall be obtained from the Corps, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated "streambed", then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.

Mitigation Measure E-3:

This is an adaptive management mitigation measure. In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, subsequent to adoption of the Project (i.e. Specific Plan):

- *Clean Water Act Section 404 Permit from the Corps,*
- *Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG,*
- *Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB.*

If the irrigation ditches are determined as jurisdictional by the Corps, it will be necessary to insure adequate compensation for adverse impacts to jurisdictional features from Project development. If applicable, a Mitigation Plan shall be prepared by a qualified biologist. The Mitigation Plan shall describe and justifying the (1) formal delineation; (2) proposed methods including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent

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1 *U.S. Environmental Protection Agency and U.S. Department of the Army. 2007. Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in Rapanos v. United States & Carabell v. United States. June 5, 2007.*

preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, Corps, CDFG, and RWQCB prior to initiation of construction activities.

Mitigation Measure E-4:
This is an adaptive management mitigation measure. If required to compensate for riparian habitat loss by the Corps, the project applicant will place under conservation easement in a manner acceptable to the Corps and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a ratio to be determined during the formulation of a Lake and Stream Alteration Agreement (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the habitat that is to be removed as a result of the Project.

-- or --

The Project applicant will purchase the requisite number of credits from a qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the proposed Project or as approved by the Corps or agency of jurisdiction.

Mitigation Measure E-5:
This is an adaptive management mitigation measure. Prior to construction of the Planning Area 1, located adjacent to the Ventura Freeway, a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity surrounding the proposed construction area if any mature windrow trees are present. If temporary aggregation activity is observed within this area, construction shall be halted until after the temporary aggregation season (September – December) or until the monarchs have left the vicinity.

Finding No. 5: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to biological resources have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measures will reduce impacts relating to biological resources to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

E. Geotechnical Resources

As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during seismic events produced by local faults. While it is likely that the project site will be shaken by future earthquakes produced in southern California, modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement. The historical high groundwater is located approximately six (6) feet below grade. The upper 20 feet of alluvium soil is not subject to liquefaction. Below 20 feet, isolated layers of sandy silt/silty sand has been found that may be subject to potential liquefaction. The Draft EIR recommends that additional subsurface exploration be performed once detailed development plans for each building become available.

Project development also has the potential to result in minor erosion of soils during site preparation and construction activities. This potential for erosion would be reduced by implementation of stringent erosion controls imposed during grading and via building permit regulations. The potential for soil erosion during the ongoing operation of the project is relatively low due to the generally level topography of the development area and the fact that the area would be almost entirely paved over. All grading activities require grading permits from the Development Services Department, which include requirements and standards designed to limit potential impacts to acceptable levels.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce the geotechnical resources impacts of the project:

Mitigation Measure F-1:
This is an adaptive management mitigation measure. Conduct Geotechnical Investigations and Adhere to Recommendations: Detailed design level geotechnical investigations shall be performed by qualified licensed professionals for each individual proposed project/phase of the Sakioka Farms Business Park Specific Plan project. These geotechnical investigations shall include, but not be limited to:

- *identification of unsuitable soils including expansive, corrosive, and collapsible soils,*
- *identification presence and extent of liquefiable soils,*
- *calculation of site-specific seismic design criteria,*
- *a fault evaluation study to location confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Proposed Project site.*

Recommendations shall be provided in these reports for design of project structures and facilities and for mitigation of any unsuitable conditions encountered. These reports shall be provided to the City and other reviewing agencies for review. These recommendations shall be implemented, as deemed appropriate by the City and the Applicant's engineering design consultant.

Finding No. 6: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to geotechnical resources have been identified in the EIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measures will reduce impacts relating to geotechnical resources to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

F. Hazards and Hazardous Materials

Hazardous Materials
Several areas within the boundaries of the Project site were noted to contain various materials that have been identified as a source for creating a potential recognized environmental condition. These areas consist of existing ASTs, several 55-gallon drums, unsealed 5-gallon buckets

(observed to contain waste oil), pesticide mixing areas, stained soils, and miscellaneous debris. During construction demolition activities, accidental release or upset of the contents of many of the above mentioned storage containers would cause a significant impact. In addition, visible evidence of dark surface soil staining of oil/petroleum products is located within Area 5 and due to Ventura Freeway volumes of vehicles over approximately 50 years, there is the potential that lead contamination exists within exposed soils on the northern boundary of the subject site, which could potentially be released into the air during construction activities. Further, due to the fact that the majority of the Project site has been used for agricultural purposes for several decades, a combination of several commonly used pesticides which are now banned may have been used throughout the Project site.

Six oil/gas wells are located within the boundaries of the Project site. At the time of site reconnaissance, Padre & Associates was in the process of conducting investigations with respect to the former wells, specifically regarding residual soil contamination associated with the historical operation of oil/gas extraction wells.

Based upon the year the existing structures present on the Project site were likely built, the potential for lead based paints to be found onsite are likely. Exposure of workers to lead paint during demolition or renovation of the remaining Project site structures would be a significant impact.

Aircraft Hazards
The Project site is located within the planning area and protection zones for Camarillo Airport. The eastern-most area of the site is located with the Extended Traffic Pattern Zone (ETPZ) for Camarillo Airport as designated in the Airport Comprehensive Land Use Plan (ACLUP) for Ventura County.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measures to reduce the impact associated with hazards and hazardous materials:

Mitigation Measure G-1:
All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed offsite consistent with the phased development described within the Specific Plan, and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be performed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.

Mitigation Measure G-2:
A visual inspection of all storage structures shall be performed prior to demolition activities. In the event that hazardous materials are encountered, the materials be tested and properly disposed of pursuant to State and Federal regulations.

Mitigation Measure G-3:
Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during

soil removal, staining appears to continue below the ground surface, sampling shall be performed to identify the extent of contamination and appropriate remedial measures shall be taken.

Mitigation Measure G-4:
Areas of exposed soil five feet from the expanded Caltrans Right-of-Way along the Ventura Freeway after completion of the Rice Avenue/101 Freeway interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled and tested for lead. In the unlikely event that lead materials are encountered, the materials shall be disposed of pursuant to State and Federal regulations.

Mitigation Measure G-5:
This is an adaptive management mitigation measure. Soil sampling shall occur throughout the Project site concurrent with phased development, including the pesticide mixing areas within Areas 1 and 3. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.

Mitigation Measure G-6:
Padre & Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre & Associates, the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures shall be followed and formal verification of closure be received by DOGGR.

Mitigation Measure G-7:
A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.

Mitigation Measure G-8:
This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County (ACLUP) and the Sakioka Farms Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern Zone and residential development, should it be incorporated into future plans, is permitted within the Extended Traffic Pattern Zone subject to avigation easements and appropriate recorded disclosures.

Finding No. 7: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to hazards and hazardous materials have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measure will reduce impacts relating to hazards and hazardous materials to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

G. Transportation/Traffic

Intersection Capacity Impacts

The Traffic Impact Analysis was prepared using procedures adopted by the City of Oxnard to evaluate the potential traffic impacts of new development Projects and specific plans. Existing and future traffic flows in the vicinity of the Project site have been analyzed to estimate the Project's traffic impact to the surrounding area; 37 intersections in the City and the county were identified by the City of Oxnard as potentially impacted by the proposed Project.

The future year 2030 General Plan roadway and intersection configurations are what is required to accommodate the future traffic volumes and at some intersections (shown in Figure IV.I-9 of the Draft EIR), improvements over the existing City transportation network are needed. Future improvements such as "Sakioka Street" are key access points of the proposed Sakioka Farms development, and as such, the project is fully responsible for these improvements. These improvements will need to be constructed during or prior to the phased development in each planning area. Some project area intersections will not require improvements over the existing lane configurations, but for the locations that do, an impact analysis based on the project development phasing shown in Table IV.I-9 of the Draft EIR was be conducted to determine when these future City roadway improvements will be needed.

Sakioka Farms responsibility for future roadway improvements throughout the City in each phase depends on the extent of the project's traffic impact. The City of Oxnard measures an impact by the change in ICU/LOS at intersections attributed to the project. At intersections operating at LOS "C" or worse, if a change in ICU of 0.02 or greater is created by the project, the impact is considered significant and construction of the future improvement(s) needed to mitigate the impact is required. At intersections operating worse than LOS "C" and the project does not have a significant impact, the necessary future improvement(s) needed to bring the intersection back to an acceptable LOS were also identified.

Background traffic volumes at each phase year were calculated assuming straight-line growth from the existing volumes to the 2030 Oxnard Traffic Model (OTM) no project volumes. The project volume at each phase was determined from the net difference between the 2030 OTM with project and 2030 OTM no project traffic volumes, and incrementally added based on the percentage of total development complete at each phase. The following lists which future improvements or mitigation might be required (see Appendix C of the Draft EIR Traffic Study for phase year volumes and LOS calculation sheets) to maintain all study intersections to LOS C or better under the Phased 2030-plus-Project scenario, except those specifically excepted by the City Council to operate below LOS C.

Freeway and Roadway Capacity

The EIR Traffic Study also includes a capacity analysis of the Ventura Freeway (State Highway 101) because of its close proximity to the Project site and the substantial number of Project trips that would access it. The V/C analysis is shown in Table IV.I-19 of the Draft EIR and was conducted using the 2006 Caltrans Traffic Volumes and Truck Volumes.

The Ventura Freeway currently has one deficient segment in the vicinity of the Project site. This is the portion south of the Project site (Camarillo, JCT. RTE. 34, Lewis Road Interchange) in the southbound direction. The addition of the Phase 1 Project traffic would not create a significant

impact. Implementation of Mitigation Measure I-34 in conjunction with Measures I-1 to I-33 is the Project's proportional contribution to the City's overall program that reduces impact to the Ventura Freeway to less than significant.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measures to reduce the transportation/traffic impacts of the project:

Introduction to Mitigations I-1 to I-34

The following Transportation/Traffic mitigation measures are part of an adaptive management mitigation program. The traffic improvements listed below as I-1 through I-34, inclusive, are intended to maintain Level of Service C with the development of the Project unless excepted by the City Council based upon the traffic modeling completed in February 2010 for the Draft EIR. Subsequent traffic studies required by the Specific Plan may change the number and type of improvements based upon phasing of development, traffic counts and future travel behavior. Adaptive management will allow consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures. The February 2010 traffic modeling does not take into account the City's Intelligent Transportation Systems (ITS) project under construction in 2011. Similar ITS projects have improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994). As part of the adaptive management of the Transportation/Traffic mitigation measures, the implementation of such mitigation measures shall take into account when feasible the ITS, future traffic counts and updated trip generation data which may reduce, change or make unnecessary the mitigation measures while still achieving the City's adopted Level of Service, unless modified by City Council. The Developer's payment of applicable City and County traffic impact fees in the amount agreed to by the City, County and Developer or, if there is no agreement, in the amount in effect at the time of issuance of a building permit, satisfies in full the action required by Developer in connection with the implementation of the Transportation/Traffic mitigation measures. Developer may also contribute additional funds towards the traffic improvements subject to reimbursement from the City in the form of credits against future City traffic impact fees or repayment by the City.

Phase 1 (2010)

Mitigation Measure I-1:
Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.

Mitigation Measure I-2:
Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.

Mitigation Measure I-3:
Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.

Mitigation Measure I-4:
Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards providing signalization.

Mitigation Measure I-5:
Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.

Phase 2 (2015)

Mitigation Measure I-6:
Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.

Mitigation Measure I-7:
Oxnard Boulevard & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward improvements adding a third eastbound thru lane at the Oxnard Boulevard & Gonzales Road intersection.

Mitigation Measure I-8:
Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.

Mitigation Measure I-9:
Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.

Mitigation Measure I-10:
Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.

Mitigation Measure I-11:
Rice Avenue & Channel Islands Boulevard: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right

turn lane.

Mitigation Measure I-12:
Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate westbound left turn lane.

Mitigation Measure I-13:
Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway SB Ramps intersection that adds a second northbound thru lane, adds a separate northbound free-right turn lane, adds a second southbound thru lane, adds a separate southbound left turn lane, and adds a separate eastbound left turn lane.

Mitigation Measure I-14:
Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.

Phase 3 (2020)

Mitigation Measure I-15:
Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.

Mitigation Measure I-16:
Rose Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.

Mitigation Measure I-17:
Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.

Mitigation Measure I-18:
Rice Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.

Mitigation Measure I-19:
Rice Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.

Mitigation Measure I-20:
Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.

Mitigation Measure I-21:
Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.

Mitigation Measure I-22:
Del Norte Blvd & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Blvd & Fifth Street intersection that adds a second westbound thru lane.

Phase 4 (2025)

Mitigation Measure I-23:
Ventura Road & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.

Mitigation Measure I-24:
Ventura Road & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.

Mitigation Measure I-25:
Rose Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that removes the southbound free right turn lane, adds a third southbound thru lane and adds an eastbound right turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.

Mitigation Measure I-26:
Rose Avenue & Fifth Street: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a southbound right turn lane or grade separation.

Mitigation Measure I-27:
Rose Avenue & Channel Islands Boulevard: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Channel Islands Boulevard intersection that adds a third northbound thru lane.

Mitigation Measure I-28:
Rose Avenue & Bard Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Bard Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing the existing

northbound and southbound right turn lanes.

Mitigation Measure I-29:
Rice Avenue & Camino Del Sol: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Camino Del Sol intersection that adds a second eastbound left turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.

Mitigation Measure I-30:
Rose Avenue & Wooley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.

Mitigation Measure I-31:
Rose Avenue & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Pleasant Valley Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing existing northbound and southbound right turn lanes.

Mitigation Measure I-32:
SR-1/Rice NB & Pleasant Valley Road: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the SR- 1/Rice NB & Pleasant Valley Road intersection that adds a westbound right turn lane.

Year 2030 (buildout)

Mitigation Measure I-33:
Rice Avenue & Gonzales Road: The Project developer shall pay applicable City and County traffic impact fees and dedicate additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection to achieve LOS C, unless the City Council decides this mitigation is infeasible and accepts LOS D for this intersection with an accompanying Statement of Overriding Consideration.

Ventura Freeway

Mitigation Measure I-34:
101 (Ventura) Freeway: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements that are, or are subsequently included, component(s) of the Oxnard Traffic Capital Improvement Program which: 1) extend and connect north- and south-bound Ventura Freeway exit and entrance ramps between Oxnard Blvd and Del Norte Blvd. and/or 2) extend Gonzales Road and/or Ventura Road to Central Avenue.

Finding No. 8: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to transportation/traffic have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program. The mitigation measures will reduce project impacts relating to transportation/traffic to a less than significant level while significant cumulative transportation/traffic impacts would occur at five intersections (below LOS C), re: Section 15091(a)(1) of CEQA Guidelines.

H. Air Quality

Construction Period Emissions

Construction–related activities are generally short-term in duration and the Ventura County Air Pollution Control District (VCAPCD) does not recommend any thresholds of significance for construction-related emissions. Instead, the VCAPCD bases the determination of significance on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended by the Ventura County Air Quality Assessment Guidelines relating to construction activities are implemented for a project, then construction emissions are not considered significant.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measures to reduce the potential emissions associated with construction activities to the maximum extent feasible:

Mitigation Measure J-1:
This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following:

- *Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.*
- *Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.*
- *All trucks shall be required to cover their loads as required by California Vehicle Code §23114.*
- *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.*
- *Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite.*
- *Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, 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, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.*
- *Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less.*
- *During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and*

operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD is determining when winds are excessive.

- *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 roads.*
- *Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.*

Mitigation Measure J-2:

The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:

- *Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.*
- *Limit truck and equipment idling time to five minutes or less.*
- *Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October).*
- *Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible.*

Operational Emissions – Greenhouse Gas Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-today activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and cooking appliances, the operation of landscape maintenance equipment, and the occasional application of architectural coatings. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California. Although not considered to be significant, mitigation is recommended to reduce the potential emissions associated with operational activities to the maximum extent feasible.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce the potential emissions associated with operational activities to the maximum extent feasible:

Mitigation Measure J-3:

This is an adaptive management mitigation measure. The Project developer shall include in construction and building management contracts one or more of the following requirements or other measures shown to be equally effective:

- *Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area.*

- *Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).*

Provide bus stops pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures or as credits against the fee and/or to be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.

Mitigation Measure J-4:
This is an adaptive management mitigation measure. A Project-wide Transportation Demand Management (TDM) program shall be prepared by a qualified consultant for review by the Development Services Director within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter. The TDM program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context. The TDM shall, to the maximum extent financially feasible or practical, be coordinated and consistent with Gold Coast Transit service planning, development and/or final adoption of a regional and/or Oxnard Sustainable Communities Strategy (under SB 375), and TDMs or similar efforts of surrounding businesses and organized business and commercial organizations, including but not limited to, the Camino Real Business Park; Proctor and Gamble; Riverpark (The Collections); The Esplanade; The Village; Oxnard Auto Center Dealers Associations; and the McGinnes Ranch, Northgate, and Seagate business parks. The TDM shall include an estimate of Project vehicular trips; a target reduction; a strategy and timeline to achieve the target; and one or more means of an independent sustainable funding program to administer, monitor, and routinely update the TDM program. At the discretion of the City Traffic Engineer based on applicable professional practice, documented and sustained TDM-attributable trip reductions shall be incorporated into future Project-related traffic studies and/or analyses for purposes of calculating traffic fees and/or modifying traffic-related mitigations. The TDM may be implemented on a phase-by-phase basis.

Mitigation Measure J-5:
This is an adaptive management mitigation measure. The Specific Plan shall include a requirement that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible and subject to review by the Fire Department. The roof systems may be designed to service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission.

Mitigation Measure J-6:
This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation "buy-down" fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development's share of average daily trips (ADT)

for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.

Finding No. 9: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for Project impacts relating to air quality have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measures will reduce project impacts relating to air quality to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

Cumulative Air Quality Impacts

The 2030 General Plan Program EIR considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that there are Class I significant and unavoidable impacts for Air Quality and Greenhouse Gases. The reasons being:

- the continued status of the South Central Coast Air Basin as non-attainment of Ozone, PM_{10}, and $PM_{2.5}$ due to sources throughout the region and weather patterns; and
- the inability to significantly reduce greenhouse gas emissions from private vehicles given current technology and the high cost of replacing an estimated 90,000 vehicles (Census 2000).

Individual development projects that generate operational emissions that exceed the VCAPCD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. The operational daily emissions associated with Project development would exceed VCAPCD significance thresholds for ROC and NOx. Therefore, the emissions generated by the proposed Project would be cumulatively considerable regarding a substantial contribution to an existing or projected air quality violation and greenhouse gas emissions.

A **Statement of Overriding Considerations** has been prepared and adopted for the unavoidable and significant cumulative impact associated with greenhouse gas emissions and air quality due to Basin non-attainment.

Finding No. 10: Based on the above facts:

The City Council hereby finds, per Public Resources Code section 21081(b), that that specific overriding economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects of the cumulative effects to air quality and greenhouse gas emissions of the Project.

I. Noise

Cumulative Noise Impacts

The 2030 General Plan Program EIR considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that there are Class I significant and unavoidable impacts for Noise. The reason being:

- the inability to significantly reduce noise impacts from private vehicles operating at peak hour levels on arterials and no having jurisdiction over the use of railroads that travel through the City creating significant peak noise events.

The Project would have a less than significant impact with respect to noise. However, cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and other projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the difference between existing roadway noise levels and future (2030) noise levels with proposed Project and cumulative development. The noise levels associated with existing traffic volumes and future traffic volumes with the Project are identified in Table IV.K-9 of the Draft EIR.

As shown in the Draft EIR, cumulative development along with the proposed project would increase local noise levels by a maximum of 3.1 dBA CNEL, which would exceed 3.0 dBA CNEL and be substantial. This would be a significant cumulative impact along Gonzales Road between Rice Avenue and Gonzales Road. As shown previously in Table IV.K-8 of the Draft EIR, the proposed Project would contribute 1.7 dBA CNEL to this increase and would be primary source of the increase. Therefore, the contribution of the Project to the cumulative noise impact along this roadway segment would be considerable.

A **Statement of Overriding Considerations** has been prepared and adopted for the unavoidable and significant cumulative impact associated with roadway noise.

Finding No. 11: Based on the above facts:

The City Council hereby finds, per Public Resources Code section 21081(b), that that specific overriding economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects of the cumulative effects to roadway noise of the Project.

J. Population and Housing

The proposed Project would have a less than significant impact with respect to population, jobs and housing. However, the Project, as an option, would add up to 890 housing units to the City's current inventory. The proposed Project would represent approximately 18 percent of the anticipated housing increase of 5,000 housing units between 2010 and 2015. The Project site is currently an agricultural use and no housing would be displaced. Since the growth would fit within the SCAG and adopted Ventura Council of Governments housing projections, impacts relating to housing would be less than significant.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce any potential housing impacts of the project:

Mitigation Measure L-1:
If there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees. This information shall also be reflected in the Specific Plan document under section 4.7, Affordable Housing.

Finding No. 12: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to population and housing have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measures will reduce impacts relating to population and housing to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

K. Public Services - Police

Construction

Construction sites can be sources of attractive nuisances, and inviting theft and vandalism. Developers typically take precautions to prevent trespassing through construction sites. These impacts will be mitigated by requiring that temporary fencing be installed around the construction site to keep out trespassers and discourage theft and damage.

Operation

The proposed Project would introduce new employees, and possibly residents, to the Project area. Thus, an increase in the demand for police protection services is anticipated. While there is not a directly proportional relationship between increases in development and land use activity and increases in demand for police protection services, the number of request for assistance calls for police response to retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase with the buildout and occupancy of the Project. Based on OPD's experience with similar industrial parks and developments, anticipated problems in the Project area do not represent unusual law enforcement issues.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce any potential impacts to police services by the Project:

Mitigation Measure M.1-1:
The Specific Plan permits the development of 1.7 million square feet of development (approximately 20 percent of allowed development by the Specific Plan) prior to the completion of a fully operational fire station. The exact location of an approximately 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road and construction of the fire station are subject to a future agreement among City, Oxnard Fire Department (OFD) and Developer.

Mitigation Measure M.2-1:
During all construction activities, the Project or subsequent developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, be secured with temporary fences to prevent trespass.

Mitigation Measure M.2-2:
The building and site design of subsequent developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.

Finding No. 13: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to police services have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measures will reduce impacts relating to police services to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

L. Schools

If the Project were to include 890 housing units (an optional use), it could generate approximately 89 elementary school students, 45 middle school students, and 118 high school students for a total of 252 students.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measure to reduce any potential impacts to schools by the project:

Mitigation Measure M.3-1:
This is an adaptive management mitigation measure. The subsequent developer(s) under the specific plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required as part of the environmental review process unless State Law changes so as to allow subsequent environmental reviews to identify appropriate feasible mitigations to reduce a significant impact on schools to a level below the significance threshold.

Finding No. 14: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to schools have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The mitigation measures will reduce impacts relating to schools to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

M. Utilities and Service Systems: Water Supply

The Project would consume approximately 330 acre feet per year (net increase above the existing site agricultural uses). The Water Supply Assessment prepared for the project concluded that the City would have adequate supplies to serve the project as well as General Plan-conforming projects with potable water provided the Project is implemented in a manner to expedite the production, use and recharge of recycled water and is thus water neutral. Therefore, mitigation measures are required to both reduce the potable water demand of the project and aid in groundwater recharge to the maximum extent feasible.

1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The Final EIR includes the following mitigation measures to reduce the water demand of the project:

Mitigation Measure N-1:
The on-site domestic water system shall include the following:

- *A public pipeline systems which feed into separate water meters for each ownership. In addition, there shall be separate water meters for each multi-family unit townhouses, but not apartment units. The high-rise residential towers may be master-metered.*
- *A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system.*
- *All domestic water pipelines shall adhere to Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines.*
- *The Project developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees."*

The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.

Mitigation Measure N-2:
This is an adaptive management mitigation measure. The Project developer shall provide a recycled water system that serves all practical irrigated areas and which is: (1) separated from the domestic water system, (2) constructed per the City's Recycled Water Construction Standards (being developed), (3) irrigated at night, and (4) properly signed once the system is fully operational.

- *The portion of the irrigation intended for the future recycled water system shall be separately metered from that portion of the system that will not be connected to the future recycled water system, if any.*

- *Until the recycled water system is operational, the common area irrigation system shall be connected to the domestic system. Once recycled water is available, and connection to the recycled water system is made, the Project developer shall remove the connection to the domestic water system. No domestic water back-up is needed, since the City will provide such back-up including an appropriate air gap facility as part of the City's system.*
- *Prior to the availability of recycled water, the Project developer shall be responsible for payment of the Recycled Water Connection Fee or the water connection fee, whichever is greater for facilities constructed.*
- *At such time as recycled water is available, the Project developer shall be responsible for all costs involved with the re-connection of the applicable portions of the irrigation system to the public recycled water system, including appropriate signage. Credits for connection fees shall be given by the City based on the size of the meter(s). Under no circumstance will there be a refund of water connection fees already paid.*

The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the use of recycled water and for proper disclosures.

Mitigation Measure N-3:
This is an adaptive management mitigation measure. The developer shall incorporate exterior water conservation features, as recommended by the State Department of Water Resources, into the Project. These shall include, but are not limited to:
- *Landscaping of common areas with low water-using plants,*
- *Minimizing the use of turf by limiting it to lawn dependent uses, and*
- *Wherever turf is used, installing warm season grasses.*

Mitigation Measure N-4:
This is an adaptive management mitigation measure. The developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.

Mitigation Measure N-5:
The developer shall predominantly use vegetation that requires minimal irrigation (i.e., drought tolerant plant species) in all site landscaping where feasible for new plantings.

Mitigation Measure N-6:
The future water system shall be designed in a loop configuration with connections to the existing 16-inch water line on Del Norte Boulevard.

Mitigation Measure N-7:
The use of a 14-inch line would be feasible and should only be connected to mainlines of 14-inches or larger.

Mitigation Measure N-8:
Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.

Mitigation Measure N-9:
The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to

minimize over spray onto walkways and streets.

Mitigation Measure N-10:
The Project developer shall install a "smart sprinkler" system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.

Mitigation Measure N-11:
The project developer shall install low-flush water toilets in all new construction at the project site. Low-flow faucet aerators shall be installed on all new sink faucets.

Mitigation Measure N-12:
This is an adaptive management mitigation measure. The Project's annual water supply deficit of 330 acre feet was estimated using 2010 water use estimates for the theoretical buildout of the entire project. Actual water demand over the buildout of the Project is likely to change as actual development and uses occur and changing water consumption. Subsequent water demand/supply analyses required by subsequent CEQA review may change water supply needs relative to the City's future water supply. The Draft 2010 Urban Water Management Plan (UWMP) incorporates the Project's water demand as proposed. Should subsequent project development incur water demand in excess of that anticipated by the adopted 2010 UWMP and/or the City's water supplies are reduced below those anticipated by the adopted 2010 UWMP, the Project shall, to the extent feasible, implement one or more, but not limited to, the following adaptive measures to remain water neutral to the City's available and projected supply at the time of subsequent project approvals that involve a Negative Declaration, Mitigated Negative Declaration, or Subsequent EIR:

N-12.1 *The Project developer shall provide to the City additional water rights of at least the shortage amount.*

N-12.2 *The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate.*

N-12.3 *The Project developer shall provide to the City permanent quantified water offsets in the form of recycled water facilities or conservation retrofits.*

N-12.4 *The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or recycled water capacity or conveyance.*

N-12.5 *The Project developer shall participation in other similar programs with cumulatively result in an adequate water supply contribution.*

Mitigation Measure N-13:
The Project developer shall, in a manner as agreed to in the development agreement, participate in an assessment district or similar financing instrument for the construction of a recycled water supply pipeline that will connect into the Project's recycled internal pipelines required by mitigation, or pay applicable connection fees to connect to the City's recycled water line when requested.

Finding No. 15: Based on the above facts:

The City Council hereby finds that all feasible and reasonable mitigation measures for impacts relating to water supply have been identified in the FEIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program and Conditions of Approval for the project. The

mitigation measures will reduce impacts relating to water supply to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines.

N. Alternatives to the Proposed Project

The Draft EIR considers a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 151216(f) of the CEQA Guidelines. The four alternatives are described as follows.

Alternative 1: No Project Alternative. Under the No Project Alternative, the Specific Plan would not be approved and the site would continue to be cultivated with row crops and the existing development would continue in its current uses. The current General Plan and Zoning designations would remain, allowing the possibility of development under another proposal.

Alternative 2: Housing Substitution. Under the Housing Substitution Alternative (Alternative 2), the Project would substitute up to 890 housing units for light industrial and commercial uses with preference given for employees within the Project and Camino Real Business Park. Planning Area 2, approximately 35 acres, would be developed with the following:

- A mix of up to 890 multi-family for-sale and rental residential units (15% affordable) at an overall gross density of 18 units per acre;
- A 5.0-acre public park.

Alternative 3: Reduced Project with Housing. Under this Alternative, the general mix and pattern of land uses proposed under the Housing Substitution would be provided at the site, and the commercial and industrial density would be reduced by 20 percent resulting in a total reduction of 2.4 million square feet of commercial and industrial space compared to the Project. The same number of residential units (890) would be provided. This alternative would result in the development of the following:

- 2.0 million square feet of business/research space;
- 3.704 million square feet of light industrial space;
- 320,000 square feet of office space;
- 80,000 square feet of commercial space;
- 890 multi-family residential units;
- 5.0-acre park; and
- 1.5-acre fire station.

Alternative 4: "Green" Sustainable Design. This alternative is designed is to explore the feasibility of alternative site and building designs generally called "sustainable" or "green" in the development industry. The assumption is that scale of the Project is large enough to reach a level of economic feasibility that is otherwise difficult to achieve on smaller projects. This alternative would be developed with the same mix and density of land uses envisioned under Alternative 2. Alternative 4 would require the incorporation of environmentally "green" features that are equivalent to certification under the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. LEED emphasizes state-of-the-art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor air quality. The loss of agricultural land would be partly mitigated through the implementation of an urban orchard throughout the landscaped areas of the site and possible use of roof areas for small-scale agriculture (i.e., "green roofs"). These areas would be cultivated with tree or row crops that would provide resources and income along with unique landscape characteristics that represent the

agricultural history of the site. Solar and wind easements would be provided on the roofs of all site buildings for the possible generation of electricity to power the uses at the site and to sell into the regional grid, if feasible. A municipal renewable energy utility could be created to buy the on-site power and transmit to Project occupants. Stormwater runoff would be collected, filtered, and made available for injection into the aquifer under appropriate regulations. The entire Project area would be dual-plumbed to use recycled water for landscaping irrigation, industrial uses, and allowed interior uses. The recycled water would be provided from the City's GREAT Program via a new pipeline connection jointly and proportionally developed by recycled water users in the Northeast Industrial Area.

The **No Project alternative** would not satisfy any of the project objectives and would not implement any of the beneficial mitigation measures that would otherwise be implemented by the project. It is also unreasonable to assume that the majority of the project site would continue to be used for agricultural resources throughout the foreseeable future. The project site has been designated for urban uses since 1990. Any agricultural productivity at the project site should be considered to be a short-term condition and that other land use plans for the site would be proposed if the proposed project were to be denied by the City.

The **Housing Substitution Alternative** is physically feasible. However, it would result in the same land use, agricultural resource, aesthetics, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, air quality, noise, population and housing, public services and water supply impacts as the proposed project, while it would also have significant and unavoidable intersection and freeway capacity traffic impacts. Therefore implementation of the Housing Substitution Alternative in lieu of the proposed Project is not considered advantageous from an environmental perspective.

Although the **Reduced Project with Housing Alternative** is physically feasible, the same unavoidable significant impacts to agricultural resources and cumulative air quality greenhouse gas emissions and noise impacts would occur. All other potential impacts would be mitigated similar to the proposed project. Therefore implementation of the Reduced Project with Housing Alternative in lieu of the proposed Project is not considered advantageous from an environmental perspective.

The **"Green" Sustainable Design Alternative** is physically feasible; although the same unavoidable significant impacts to agricultural resources and cumulative air quality greenhouse gas emissions and roadway noise would occur. All other potential impacts would be mitigated similar to the proposed project. However, because this alternative would require the inclusion of state-of-the-art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor air quality and would partially mitigate the loss of agricultural land through the implementation of an urban orchard throughout the landscaped areas of the site and possible use of roof areas for small-scale agriculture (i.e., "green roofs") it is considered the environmentally superior alternative.

Finding No. 16: Based on the above facts:

The City Council finds that all feasible and reasonable mitigation measures for impacts associated with the Project have been identified in the Final EIR and are included in the Adaptive Management Mitigation Monitoring and Reporting Program for the project. The Project alternative identified in the Final EIR capable of reducing the unavoidable impacts associated with agricultural resources and cumulative impacts to air quality, greenhouse gas emissions and roadway noise to less than significant levels is infeasible for the applicant due to specific economic and legal justifications pursuant to Section 15091(a)(3) of the CEQA Guidelines.

3. Miscellaneous Findings

Revisions to the Draft EIR were made as a result of the comments submitted on the Draft EIR as well as City staff directed changes. These revisions (incorporated into the Final EIR) only clarify, amplify, or make insignificant modifications to the Draft EIR. None of these revisions represent significant new information that would result in the identification of a new significant impact or an increase in severity of such an impact, from either the project or from a new mitigation measure proposed for implementation as part of the project. Nor do these revisions include a new mitigation measure to reduce a significant impact that has been declined by the project applicant.

Finding No. 17: Based on the above facts:

The City Council of the City of Oxnard finds that Section 15088.5 of the CEQA Guidelines did not require recirculation of the Draft EIR, as the revisions made to the Draft EIR merely clarified or amplified information found in that document.

EXHIBIT B

Sakioka Farms Business Park Specific Plan
Final Environmental Impact Report
Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable (CEQA Guidelines Section 15093(a)).

In accordance with the requirements of CEQA and the state CEQA Guidelines, the City Council finds that the mitigation measures identified in the Final EIR, and the Mitigation Monitoring and Reporting Program, when implemented, avoid or substantially lessen virtually all of the significant effects identified in the Final EIR. However, the conversion of a quality agricultural site to an urban use would remain a significant and unavoidable impact despite consideration of mitigation measures. In addition, as per the 2030 General Plan Program EIR, cumulative impacts are significant for greenhouse gas emissions and the emissions generated by the proposed Project would be cumulatively considerable regarding a substantial contribution to an existing or projected air quality violation. Further, no mitigation measures are feasible to reduce the roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue. Therefore, the contribution of the proposed Project to this cumulative impact would continue to be significant.

The City has balanced the benefits of the Sakioka Farms Business Park Specific Plan project against the unavoidable significant impact identified above in determining whether to approve the project and has determined that the benefits of the project outweigh the unavoidable agricultural resources and cumulative air quality and traffic-related noise impacts of the project. The benefits set forth below constitute overriding considerations warranting approval of the project:

1) The project will provide a total of up to 8,500,000 square feet (sf) of new development; 3,000,000 sf of new business and research park uses, and 5,500,000 sf of light industrial uses, generating increased business and employment opportunities the City of Oxnard. Development of the site with business and research park and light industrial uses has been envisioned since the City of Oxnard 2020 General Plan was prepared and approved.

2) The project represents the continuation of a logical development pattern occurring in the surrounding area.

3) With the implementation of the 33 recommended mitigation measures the impacts of the project on transportation and traffic would be reduced to a less than significant level. These mitigation measures provide for numerous transportation improvements to be developed in four phases in synchronization with project development. The developer would be required to either fully implement or pay a fair share contribution to the planned transportation improvements, which brings the improvements one step closer to implementation.

4) With the implementation of the 13 recommended mitigation measures the impacts of the project on water supply would be reduced to a less than significant level. These mitigation measures provide for numerous improvements to be developed in synchronization with project development. The developer

would be required to pay a fair share contribution to the planned water supply improvements (both recycled and potable), which brings the improvements one step closer to implementation.

Based on the above facts:

The City Council finds that the benefits of the project outweigh the significant and unavoidable impacts related to agricultural resources, air quality, greenhouse gas emissions and roadway noise, which are deemed acceptable, consistent with Section 15093 of the CEQA Guidelines.

SUBSTANTIAL EVIDENCE

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR, Final EIR, and other related materials, each of which is incorporated herein by this reference, and in the record of proceedings in the matter. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

Exhibit C

Adaptive Management Mitigation Monitoring and Reporting Program
for the Sakioka Farms Business Park Specific Plan

Incorporating Mitigation Measures
from the Sakioka Farms Business Park Specific Plan Final EIR

Adaptive Management shall be applicable to any Mitigation Measure which states that it is an Adaptive Management Mitigation Measure. Adaptive Management allows for the continuing consideration of mitigation measures based an evaluation of environmental conditions at the actual time of their proposed implementation, and their effectiveness in achieving the adopted objectives of the Final EIR which are an impact level of less than significant, unless otherwise stated. Adaptive management would not require exceeding the level or extent of stated mitigation measures as specified in the Final EIR unless established by subsequent CEQA review.

This Adaptive Management Mitigation Monitoring and Reporting Program shall be incorporated in the Sakioka Farms Business Park Specific Plan document as Section 7 under said title.

Mitigation Measure	Action Required	Timing	Enforcement Agency
CULTURAL RESOURCES			
A-1 This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation in excess of three feet. In the event that any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the Project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.	Project developers shall provide a copy of a contract for services to the City for review and approval as part of each planning and/or building permit application unless an active contract is on file. Developers shall provide reports to the City for review in the event that any historic or prehistoric cultural resources are discovered during periods of actual grading and/or trenching deeper than three feet.	Contract provided or on file as part of the determination of a complete application. Reports provided as warranted during site grading activities and finalized prior to approval of final building certificate(s) of occupancy signature.	City of Oxnard Planning Division and Engineering Services Division.
A-2 This is an adaptive management mitigation measure. The Project developer and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities in excess of three feet on the Project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted immediately, and the Project developer shall notify the City. If any find were determined to be significant by the Native American monitor, the City	Project developers shall provide a copy of a contract for services to the City for review and approval as part of each planning and/or building permit application unless an active contract is on file. Developers shall provide reports to the City for review in the event that cultural materials or human remains are discovered during grading and/or trenching deeper than three feet. If materials are encountered,	Contract provided or on file as part of the determination of a complete application. Reports provided as warranted during site grading activities and finalized prior to approval of final building certificate(s) of occupancy signature.	City of Oxnard Planning Division and Engineering Services Division.

Mitigation Measure	Action Required	Timing	Enforcement Agency
and the Native American monitor would meet to determine the appropriate course of action. 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. A final monitoring report(s) shall be provided to the Planning Division prior to approval of final building certificate(s) of occupancy signature.	construction activities shall be halted immediately so as to not disturb the remains and the Developer shall notify the City for further consultation.		
LAND USE AND PLANNING			
B-1 If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices.	If determined to be required, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Project applicant.	Prior to adoption of the Project Specific Plan and Final EIR.	City of Oxnard Planning Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
AGRICULTURAL RESOURCES			
The Project together with other pending urban development projects in the City, even after application of the following mitigation measures, will result in a cumulative effect on agricultural resources that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.			
C-1 This is an adaptive management mitigation measure. The Project developer shall offer, at cost, the top 12 inches of the Prime Farmland soils (at 100 acres) for relocation to a farm site or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements. This mitigation may occur in phases as the areas with Prime Farmland are incrementally developed.	The Project developer shall provide a copy of the published advertisement offering, at cost, the top 12 inches of the Prime Farmland soils for relocation to a farm site or farm sites that have lower quality soils to the City.	At least 30 days prior to issuance of grading permits for the area subject to the mitigation.	City of Oxnard Planning Division
C-2 This is an adaptive management mitigation measure. The Project developer shall install a fence or wall with a minimum height of eight (8) feet along the eastern perimeter of the project site that abuts the unincorporated portion of Ventura County when developed is proposed east of Del Norte Boulevard. Fencing may be required between developed phases of the Project and continuing agricultural operations on the remaining Project site based on subsequent entitlement actions.	Project developer shall provide a copy of the building plans that show the specifications and location for the perimeter wall or other buffer fencing as needed during phased development.	Prior to approval of grading permits	City of Oxnard Planning Division, Engineering Services, or Public Works depending on the type of permit.
C-3 This is an adaptive management mitigation measure. In order to buffer on- or off-site agricultural land uses and on-site non-agricultural uses either of the following measures may be undertaken to allow scheduled Restricted Materials applications by an on- or off-site farmer; 1) closure of the buildings during periods when restricted materials will be used on the adjacent farmland parcels or 2) notification, consistent with common-practice in Ventura County, of	The Project developer shall prepare a pamphlet regarding the potential of nearby farming activities to impact Sakioka Farms development and distribute it to purchasers and/or developers of individual building sites and to new building occupants within the proposed	Pamphlet prepared prior to final approval of the first subdivision tract map and available to all subsequent property owners, developers,	City of Oxnard Planning Division with the invited review by the Office of the Ventura County Agricultural Commissioner.

Mitigation Measure	Action Required	Timing	Enforcement Agency
building occupants and/or building managers that normal farming activities will occur nearby from time to time which can include noise, mild dust, and odors; that inert and non-toxic substances are frequently used by farmers which should be of no concern to people nearby, and that actual chemical spray drift from farms is rare and should not be misperceived.	project area whose parcels could be impacted by this activity. The Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) shall require the Project developer provide the pamphlet to subsequent buyers and occupants of buildings on those parcels.	and agents.	
BIOLOGICAL RESOURCES			
E-1 This is an adaptive management mitigation measure. In order to avoid adverse impacts to nesting birds, including nesting migratory birds known to exist in the trees (if any) on the Project site, during construction activities, ground vegetation removal activities must take place outside of the nesting season recognized by the California Department of Fish and Game for species in this area. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 300 foot (500 feet for raptors) buffer radius shall be established until the young have fledged. If nests are observed and lesser buffer distances are desired, the biological monitor shall confer with Planning and Fish and Game staff to determine an appropriate buffer distance based on species specific requirements. This measure does not apply to agricultural row crops.	The Project developer shall limit site grading activities to September 1st through February 14th or as recognized by the California Department of Fish and Game for species in this area. This mitigation measure shall be printed on project grading plans. Developer shall provide a copy of a survey report from a recognized biologist monitor if non-agricultural vegetation removal occurs during the specified period .	Prior to issuance of grading permits unless the entire grading area was in active agriculture production within the previous 30 days.	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.
E-2 This is an adaptive management mitigation measure. Prior to processing the initial tract map for a planning area that	The Project developer shall provide a copy of the Preliminary	Prior to processing the initial tract map	City of Oxnard Planning Division, Engineering Services Division, or

Mitigation Measure	Action Required	Timing	Enforcement Agency
could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the Corps for verification a "Preliminary Delineation Report for Waters of the U.S." and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However, if the Corps considers the feature to be jurisdictional through a "significant nexus" test per recent Corps and EPA guidance,[2] then a Clean Water Act Section 404 permit shall be obtained from the Corps, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated "streambed", then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.	Delineation Report for Waters of the U.S. and either verification by the U.S. Army Corps of Engineers and the CDFG that the drainage feature is not regulated or a copy of the Clean Water Act Section 404 permit and the Streambed Alteration Agreement to the Planning Division to keep with the project files.	for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.	Public Works depending on type of grading permit.
E-3 This is an adaptive management mitigation measure. In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to processing the initial tract map for a planning area that could lead to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, subsequent to	The Project developer shall provide a copy of the Preliminary Delineation Report for Waters of the U.S. and either verification by the U.S. Army Corps of Engineers and the CDFG that the drainage feature is not regulated or provision of the approved Mitigation Plan, the Clean Water Act Section 404	Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an alternative, a verification document	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.

2 *U.S. Environmental Protection Agency and U.S. Department of the Army. 2007. Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in Rapanos v. United States & Carabell v. United States. June 5, 2007.*

Mitigation Measure	Action Required	Timing	Enforcement Agency
adoption of the Project (i.e. Specific Plan): • Clean Water Act Section 404 Permit from the Corps, • Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG, • Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB. If the irrigation ditches are determined as jurisdictional by the Corps, it will be necessary to insure adequate compensation for adverse impacts to jurisdictional features from Project development. If applicable, a Mitigation Plan shall be prepared by a qualified biologist. The Mitigation Plan shall describe and justifying the (1) formal delineation; (2) proposed methods including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, Corps, CDFG, and RWQCB prior to initiation of construction activities.	permit, the Clean Water Act Section 401 permit, the Streambed Alteration Agreement and the RWQCB Waste Discharge Requirements to the Planning Division submitted to the County along with copies to keep with the project files.	for the entire Specific Plan area acceptable to the Director of Public Works.	
E-4 This is an adaptive management mitigation measure. If required to compensate for riparian habitat loss by the Corps, the project applicant will place under conservation easement in a manner acceptable to the Corps and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a ratio to be determined during the formulation of a Lake and Stream	If required, the Project developer shall provide a copy of the conservation easement or proof of the purchase of the requisite number of credits from a nearby qualified conservation bank to the Planning Division to keep with the	Prior to processing the initial tract map for a planning area containing potentially jurisdictional irrigation drainage features, or, as an	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.

Mitigation Measure	Action Required	Timing	Enforcement Agency
Alteration Agreement (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the habitat that is to be removed as a result of the Project. -- or -- The Project applicant will purchase the requisite number of credits from a qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the proposed Project or as approved by the Corps or agency of jurisdiction.	project files.	alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.	
E-5 This is an adaptive management mitigation measure. Prior to construction of the Planning Area 1, located adjacent to the Ventura Freeway, a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity surrounding the proposed construction area if any mature windrow trees are present. If temporary aggregation activity is observed within this area, construction shall be halted until after the temporary aggregation season (September – December) or until the monarchs have left the vicinity.	The Project developer shall limit site grading activities in Planning Area 1 to January 1st through February 14th as specified in project grading plans; or provide a copy of the survey report and the contract for biologist monitor contract to the City for review and approval.	Prior to issuance of grading permits and/or planning permits, whichever occur first, within each planning area in Planning Area 1.	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.
GEOLOGY AND SOILS			
F-1 This is an adaptive management mitigation measure. *Conduct Geotechnical Investigations and Adhere to Recommendations:* Detailed design level geotechnical investigations shall be performed by qualified licensed professionals for each individual proposed project/phase of the Sakioka Farms Business Park Specific Plan project. These geotechnical investigations shall include, but not be	The Project developer shall provide copies of the applicable geotechnical investigations incorporating the recommendations to the City for review and approval as part of the applicable planning, grading, and/or building permit	Prior to issuance of grading, and/or building permits.	City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.

Mitigation Measure	Action Required	Timing	Enforcement Agency
limited to: • identification of unsuitable soils including expansive, corrosive, and collapsible soils, • identification presence and extent of liquefiable soils, • calculation of site-specific seismic design criteria, • a fault evaluation study to location confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Proposed Project site. Recommendations shall be provided in these reports for design of project structures and facilities and for mitigation of any unsuitable conditions encountered. These reports shall be provided to the City and other reviewing agencies for review. These recommendations shall be implemented, as deemed appropriate by the City and the Applicant's engineering design consultant.	application process.		
HAZARDS AND HAZARDOUS MATERIALS			
G-1 All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed offsite consistent with the phased development described within the Specific Plan, and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be performed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.	Project developer shall provide reports of site sampling following removal of debris to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits and during demolition	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
G-2 A visual inspection of all storage structures shall be performed prior to demolition activities. In the event that hazardous materials are encountered, the materials shall be tested and properly disposed of pursuant to Local, State and Federal regulations.	Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-3 Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be performed to identify the extent of contamination and appropriate remedial measures shall be taken.	Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-4 Areas of exposed soil five feet from the expanded Caltrans Right-of-Way along the Ventura Freeway after completion of the Rice Avenue/101 Freeway interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled and tested for lead. In the unlikely event that unacceptable levels of lead materials are encountered, the materials shall be disposed of pursuant to State and Federal regulations.	Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-5 This is an adaptive management mitigation measure. Soil sampling shall occur throughout the Project site concurrent with phased development, including the pesticide mixing areas within Areas 1 and 3. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.	Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be required demonstrating that all hazardous materials have been appropriately abated.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
G-6 Padre & Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre & Associates, the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures shall be followed and formal verification of closure be received by DOGGR.	Project developer shall provide appropriate documentation to the City and the DOGGR demonstrating that the recommendations provided by Padre & Associates have been followed.	Prior to issuance of grading permits and approval of final building permits	City of Oxnard Engineering Services Division and the DOGGR
G-7 A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.	Project developer shall provide a copy of the contract for services to the City for review and approval.	Prior to issuance of grading and demolition permits	City of Oxnard Engineering Services Division
G-8 This is an adaptive management mitigation measure. Consistent with the Airport Comprehensive Land Use Plan for Ventura County (ACLUP) and the Sakioka Farms Specific Plan, commercial/industrial development is permitted within the Extended Traffic Pattern Zone and residential development, should it be incorporated into future plans, is permitted within the Extended Traffic Pattern Zone subject to avigation easements and appropriate recorded disclosures.	Project developer shall provide copies of the applicable grading and construction plans demonstrating compliance with the ACLUP and evidence of appropriate avigation easements to the City for review and approval.	Prior to approval of planning permits or building permits if no planning permit is required.	City of Oxnard Planning Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
TRANSPORTATION/TRAFFIC			
The following Transportation/Traffic mitigation measures are part of an adaptive management mitigation program. The traffic improvements listed below as I-1 through I-34, inclusive, are intended to maintain Level of Service C with the development of the Project unless excepted by the City Council based upon the traffic modeling completed in February 2010 for the Draft EIR. Subsequent traffic studies required by the Specific Plan may change the number and type of improvements based upon phasing of development, traffic counts and future travel behavior. Adaptive management will allow consideration of such subsequent traffic studies in the implementation of the Transportation/Traffic mitigation measures. The February 2010 traffic modeling does not take into account the City's Intelligent Transportation Systems (ITS) project under construction in 2011. Similar ITS projects have improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994). As part of the adaptive management of the Transportation/Traffic mitigation measures, the implementation of such mitigation measures shall take into account when feasible the ITS, future traffic counts and updated trip generation data which may reduce, change or make unnecessary the mitigation measures while still achieving the City's adopted Level of Service, unless modified by City Council. The Developer's payment of applicable City and County traffic impact fees in the amount agreed to by the City, County and Developer or, if there is no agreement, in the amount in effect at the time of issuance of a building permit, satisfies in full the action required by Developer in connection with the implementation of the Transportation/Traffic mitigation measures. Developer may also contribute additional funds towards the traffic improvements subject to reimbursement from the City in the form of credits against future City traffic impact fees or repayment by the City.			
Phase 1 (2010)			
I-1 *Rose Avenue & Gonzales Road:* The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to recordation of the final map or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-2 *Rose Avenue & Camino Del Sol:* The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to recordation of the final map or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
I-3 *Rice Avenue & Fifth Street:* The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards implementing improvements to the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to recordation of the final map or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-4 *Del Norte Boulevard & Ventura Freeway NB Ramps:* The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and developer towards providing signalization.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to recordation of the final map or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-5 *Del Norte Boulevard & Ventura Freeway SB Ramps:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Phase 2 (2015)			
I-6 *Ventura Road & Wooley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-7 *Oxnard Boulevard & Gonzales Road:* The Project developer shall pay applicable City and County traffic impact fees toward improvements adding a third eastbound thru lane at the Oxnard Boulevard & Gonzales Road intersection	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
I-8 *Rose Avenue & Gonzales Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer..	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-9 *Rose Avenue & Fifth Street:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-10 *Rice Avenue & Fifth Street:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-11 *Rice Avenue & Channel Islands Boulevard:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-12 *Del Norte Boulevard & Ventura Freeway NB Ramps:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate westbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
I-13 *Del Norte Boulevard & Ventura Freeway SB Ramps*: The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Boulevard & Ventura Freeway SB Ramps intersection that adds a second northbound thru lane, adds a separate northbound free-right turn lane, adds a second southbound thru lane, adds a separate southbound left turn lane, and adds a separate eastbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-14 *Oxnard Boulevard & Vineyard Avenue:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Phase 3 (2020)			
I-15 *Oxnard Boulevard & Vineyard Avenue:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-16 *Rose Avenue & Gonzales Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-17 *Rose Avenue & Fifth Street:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
I-18 *Rice Avenue & Fifth Street:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-19 *Rice Avenue & Wooley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-20 *Ventura Road & Wooley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-21 *Rose Avenue & Camino Del Sol:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-22 *Del Norte Blvd & Fifth Street:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Del Norte Blvd & Fifth Street intersection that adds a second westbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City.	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
Phase 4 (2025)			
I-23 *Ventura Road & Gonzales Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-24 *Ventura Road & Wooley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-25 *Rose Avenue & Camino Del Sol:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that removes the southbound free right turn lane, adds a third southbound thru lane and adds an eastbound right turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-26 *Rose Avenue & Fifth Street:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Fifth Street intersection that adds a southbound right turn lane or grade separation.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
I-27 *Rose Avenue & Channel Islands Boulevard:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Channel Islands Boulevard intersection that adds a third northbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-28 *Rose Avenue & Bard Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Bard Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing the existing northbound and southbound right turn lanes.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-29 *Rice Avenue & Camino Del Sol:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rice Avenue & Camino Del Sol intersection that adds a second eastbound left turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-30 *Rose Avenue & Wooley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
I-31 *Rose Avenue & Pleasant Valley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the Rose Avenue & Pleasant Valley Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing existing northbound and southbound right turn lanes.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
I-32 *SR-1/Rice NB & Pleasant Valley Road:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements to the SR- 1/Rice NB & Pleasant Valley Road intersection that adds a westbound right turn lane.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Year 2030			
I-33 *Rice Avenue & Gonzales Road:* The Project developer shall pay applicable City and County traffic impact fees and dedicate additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection to achieve LOS C, unless the City Council decides this mitigation is infeasible and accepts LOS D for this intersection with an accompanying Statement of Overriding Consideration.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division
Ventura Freeway			
I-34 *101 (Ventura) Freeway:* The Project developer shall pay applicable City and County traffic impact fees toward implementing improvements that are, or are subsequently included, component(s) of the Oxnard Traffic Capital Improvement Program which: 1) extend and connect north- and south-bound Ventura Freeway exit and entrance ramps between Oxnard Blvd and Del Norte Blvd. and/or 2) extend Gonzales Road and/or Ventura Road to Central Avenue.	The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.	Prior to issuance of building permits or as otherwise agreed upon with the City	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
AIR QUALITY			
The Project together with other pending urban development projects in the City which, even after application of the following mitigation measures, will result in a cumulative effect on greenhouse gas emissions and continuing Basin air quality non-attainment that is considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.			
Construction			
J-1 This is an adaptive management mitigation measure. The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following: • Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations. • Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities. • All trucks shall be required to cover their loads as required by California Vehicle Code §23114. • 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	Measures shall be included in construction documents and implemented during grading and construction.	Prior to issuance of grading permits and during grading and construction	City of Oxnard Planning Division and Engineering Services Division (building inspectors)

Mitigation Measure	Action Required	Timing	Enforcement Agency
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. • Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite. • Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, 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, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust. • Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less. • During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion			

Mitigation Measure	Action Required	Timing	Enforcement Agency
in conjunction with the VCAPCD is determining when winds are excessive. • 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 roads. • Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.			
J-2 The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following: • Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications. • Limit truck and equipment idling time to five minutes or less. • Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October). • Use alternatively fueled construction equipment, such	Measures shall be included in construction documents and implemented during grading and construction.	Prior to issuance of grading permits and during grading and construction	City of Oxnard Planning Division and Engineering Services Division (building inspectors)

Mitigation Measure	Action Required	Timing	Enforcement Agency
as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible.			
Operations			
J-3 This is an adaptive management mitigation measure. The Project developer shall include in construction and building management contracts one or more of the following requirements or other measures shown to be equally effective: • Use solar or low-emission water heaters in new buildings where feasible and as in common practice in similar new construction in the Oxnard area. • Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment). • Provide bus stops pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. Cumulative air quality impact fees (see Mitigation J-6) paid by the Project developer or subsequent interests may be used for some or all of these structures or as credits against the fee and/or to	The development review process will condition planning and/or discretionary building projects with these or similar requirements.	Prior to recording of Final Map of first subdivision action.	City of Oxnard Planning Division and Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
be funded from the fee fund consistent with the City's practice with other projects with similar transit-oriented mitigation requirements.			
J-4 This is an adaptive management mitigation measure. A Project-wide Transportation Demand Management (TDM) program shall be prepared by a qualified consultant for review by the Development Services Director within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter. The TDM program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context. The TDM shall, to the maximum extent financially feasible or practical, be coordinated and consistent with Gold Coast Transit service planning, development and/or final adoption of a regional and/or Oxnard Sustainable Communities Strategy (under SB 375), and TDMs or similar efforts of surrounding businesses and organized business and commercial organizations, including but not limited to, the Camino Real Business Park; Proctor and Gamble; Riverpark (The Collections); The Esplanade; The Village; Oxnard Auto Center Dealers Associations; and the McGinnes Ranch, Northgate, and Seagate business parks. The TDM shall include an estimate of Project vehicular trips; a target reduction; a strategy and timeline to achieve the target; and one or more means of an independent sustainable funding program to administer, monitor, and routinely update the TDM program. At the discretion of the City Traffic Engineer based on applicable professional practice, documented and sustained TDM-	The Project developer will prepare a Project-wide TDM program document for City review and approval.	Within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter.	City of Oxnard Planning Division with invited cooperation by Gold Coast Transit.

Mitigation Measure	Action Required	Timing	Enforcement Agency
attributable trip reductions shall be incorporated into future Project-related traffic studies and/or analyses for purposes of calculating traffic fees and/or modifying traffic-related mitigations. The TDM may be implemented on a phase-by-phase basis.			
J-5 This is an adaptive management mitigation measure. The Specific Plan shall include a requirement that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed with roof systems capable of supporting equipment that generates electricity from sunlight and/or wind if economically feasible and subject to review by the Fire Department. The roof systems may be designed to service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission.	The Specific Plan will be amended with this or similar language in an appropriate section.	Prior to recording of Final Map of first subdivision action.	City of Oxnard Planning Division and Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
J-6 This is an adaptive management mitigation measure. The Project developer shall contribute to a cumulative impacts mitigation "buy-down" fund managed by the City based on the Ventura County Air Pollution Control District fee schedule effective at the time a building permit is issued. The fee contribution shall be assessed and paid incrementally as individual buildings are developed. The fee is allocated based on each development's share of average daily trips (ADT) for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer or upon request of the Project developer with a payment of a fee determined by the City Traffic Engineer that covers actual time and material costs to the City. The City shall consider transit and traffic demand management improvements and programs suggested by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund.	The Project developer(s) shall provide payment as agreed between the developer(s) and the City.	Prior to issuance of applicable building permits to which the buy down mitigation applies	City of Oxnard Engineering Services Division
NOISE			
The Project together with other pending urban development projects in the City will result in cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue for which no mitigation measures are feasible and that are considered significant and unavoidable. Accordingly, a Statement of Overriding Considerations was prepared in accordance with CEQA and included within the resolution approving the Specific Plan.			

Mitigation Measure	Action Required	Timing	Enforcement Agency
POPULATION AND HOUSING			
L-1 If there is a housing component within the Project of over 10 units, ten percent of the total units within each project or a percentage determined by an economic impact assessment that estimates the need for very low and low income housing created by actual and anticipated development with the Specific Plan, whichever percentage is higher but not to exceed 23 percent, would be developed as affordable housing in a manner consistent with the City's inclusionary housing program for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees. This information shall also be reflected in the Specific Plan document under section 4.7, Affordable Housing.	The development review process for any housing will check for consistency with the Specific Plan and this mitigation.	Prior to approval of the applicable planning permit for housing.	City of Oxnard Planning Division in conjunction with the Oxnard Housing Department.

Mitigation Measure	Action Required	Timing	Enforcement Agency
PUBLIC SERVICES			
Fire Station			
M.1-1 The Specific Plan permits the development of 1.7 million square feet of development (approximately 20 percent of allowed development by the Specific Plan) prior to the completion of a fully operational fire station. The exact location of an approximately 1.5-acre site near Rice Avenue and the easterly extension of Gonzales Road and construction of the fire station are subject to a future agreement among City, Oxnard Fire Department (OFD) and Developer.	The Project developer shall reserve an approximately 1.5-acre site for a new fire station within the Project site near Rice Avenue and the easterly extension of Gonzales Road and pay applicable City fees in the amount agreed to by the City, the OFD and Developer.	Prior to the issuance of building permits for projects that would exceed an aggregated total of 1.7 million square feet within the Specific Plan Area.	City of Oxnard Planning Division
Police – Construction			
M.2-1 During all construction activities, the Project or subsequent developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, be secured with temporary fences to prevent trespass.	Project developer shall obtain a temporary use permit and/or fence permit.	Prior to issuance of building permit	City of Oxnard Engineering Services Division or Public Works Department, depending on type of permit.
Police – Operation			
M.2-2 The building and site design of subsequent developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.	The development review process incorporates these topics.	Prior to approval of building permits	City of Oxnard Planning Division and/or Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
Schools			
M.3-1 This is an adaptive management mitigation measure. The subsequent developer(s) under the specific plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required as part of the environmental review process unless State Law changes so as to allow subsequent environmental reviews to identify appropriate feasible mitigations to reduce a significant impact on schools to a level below the significance threshold.	Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of first Final Map.	Prior to recording of first Final Map	City of Oxnard Planning Division
UTILITIES			
Water			
N-1 The on-site domestic water system shall include the following: • A public pipeline systems which feed into separate water meters for each ownership. In addition, there shall be separate water meters for each multi-family unit townhouses, but not apartment units. The high-rise residential towers may be master-metered. • A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system. • All domestic water pipelines shall adhere to Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines. • The Project developer shall be responsible for payment	Project developer to incorporate the required water features in the application and provide dedications, connection fees, and related documents and studies as required and requested.	Prior to issuance of building permits.	City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department

Mitigation Measure	Action Required	Timing	Enforcement Agency
of capital improvement/connection fees, including all related "installation fees." • The Project developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, on a phase-by-phase basis and upon the conversion of land from agricultural to urban uses.			
N-2 This is an adaptive management mitigation measure. The Project developer shall provide a recycled water system that serves all practical irrigated areas and which is: (1) separated from the domestic water system, (2) constructed per the City's Recycled Water Construction Standards (being developed), (3) irrigated at night, and (4) properly signed once the system is fully operational. • The portion of the irrigation intended for the future recycled water system shall be separately metered from that portion of the system that will not be connected to the future recycled water system, if any. • Until the recycled water system is operational, the common area irrigation system shall be connected to the domestic system. Once recycled water is available, and connection to the recycled water system is made, the Project developer shall remove the connection to the domestic water system. No domestic water back-up is needed, since the City will provide such back-up including an appropriate air gap facility as part of the City's system. • Prior to the availability of recycled water, the Project developer shall be responsible for payment of the	Project developer to incorporate the required water features in the application and provide dedications, connection fees, and related documents and studies as required and requested. Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of first Final Map.	Prior to issuance of building permits.	City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department

Mitigation Measure	Action Required	Timing	Enforcement Agency
Recycled Water Connection Fee or the water connection fee, whichever is greater for facilities constructed. • At such time as recycled water is available, the Project developer shall be responsible for all costs involved with the re-connection of the applicable portions of the irrigation system to the public recycled water system, including appropriate signage. Credits for connection fees shall be given by the City based on the size of the meter(s). Under no circumstance will there be a refund of water connection fees already paid. • The Project developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the use of recycled water and for proper disclosures.			
N-3 This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, incorporate exterior water conservation features, as recommended by the State Department of Water Resources at the time of adoption or in common practice in the future, into the Project. These shall include, but are not limited to: • Landscaping of common areas with low water-using plants, • Minimizing the use of turf by limiting it to lawn dependent uses, and • Wherever turf is used, installing warm season grasses.	Project developer(s) shall provide landscape plans showing low-water- consuming plant varieties, minimization of turf areas and the appropriate selection of warm season grasses.	Prior to issuance of final building permits and prior to certificates of occupancy	City of Oxnard Planning Division and Engineering Services Division
N-4 This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, use reclaimed	Project developer(s) shall provide construction plans showing	Prior to approval of final building	City of Oxnard Planning Division and Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
water for irrigation of landscaping and other uses if or when such water is available at the project site.	recycled water landscape irrigation design, if and when applicable.	permits.	
N-5 The Project developer shall predominantly use vegetation that requires minimal irrigation (i.e., drought tolerant plant species) in all site landscaping where feasible for new plantings.	Project developer(s) shall provide landscape plans showing low-water- consuming plant varieties.	Prior to approval of final building permits and prior to certificates of occupancy	City of Oxnard Planning Division and Engineering Services Division
N-6 The future water system shall be designed in a loop configuration with connections to the existing 16-inch water line on Del Norte Boulevard.	Project developer(s) shall provide construction plans showing a loop-configuration water system.	Prior to issuance of building permits	City of Engineering Services Division
N-7 The use of a 14-inch line would be feasible and should only be connected to mainlines of 14- inches or larger.	Project developer(s) shall provide construction plans showing appropriate water system connections.	Prior to approval of final building permits	City of Oxnard Engineering Services Division
N-8 Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.	Project developer(s) construction plans will not show utilities installed in Rice Avenue.	Prior to approval of final building permits that involve frontage along Rice Avenue	City of Oxnard Engineering Services Division
N-9 The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.	The Project developer to provide CC&Rs and other necessary legal language that binds future developers to this mitigation – to be reviewed by the City Attorney – prior to recording of first Final Map. The Project developer(s) shall provide construction plans showing the landscape irrigation design.	Prior to recording of first Final Map Prior to approval of	City of Oxnard Planning Division City of Oxnard Engineering

Mitigation Measure	Action Required	Timing	Enforcement Agency
		final building permits and prior to certificates of occupancy	Services Division
N-10 The Project developer shall, to the extent feasible, install a "smart sprinkler" system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.	Project developer(s) shall provide construction plans showing the landscape irrigation design.	Prior to approval of building permits	City of Oxnard Engineering Services Division
N-11 The Project developer shall install low-flush water toilets in all new construction at the project site. Low-flow faucet aerators shall be installed on all new sink faucets.	Project developer(s) shall provide construction plans meeting the requirements for low-flush toilets and low-flow faucets.	Prior to approval of final building permits	City of Oxnard Engineering Services Division
N-12 This is an adaptive management mitigation measure. The Project's annual water supply deficit of 330 acre feet was estimated using 2010 water use estimates for the theoretical buildout of the entire project. Actual water demand over the buildout of the Project is likely to change as actual development and uses occur and changing water consumption. Subsequent water demand/supply analyses required by subsequent CEQA review may change water supply needs relative to the City's future water supply. The Draft 2010 Urban Water Management Plan (UWMP) incorporates the Project's water demand as proposed. Should subsequent project development incur water demand in excess of that anticipated by the adopted 2010 UWMP and/or the City's water supplies are reduced below those anticipated	Project developer shall work with the Public Works Department, Water Section, to review existing and anticipated water demand relative to the City's existing and anticipated supply and choose, if necessary, one or more of the listed mitigations to eliminate a water supply shortage, if identified. This analysis and selection of mitigations, if needed, shall occur during reviews of the master subdivision maps of each Planning	Prior to recordation of the final map for each Planning Area or as otherwise agreed upon with the City	City of Oxnard Planning Division and Engineering Services Division with input from the Public Works Department, Water Section

Mitigation Measure	Action Required	Timing	Enforcement Agency
by the adopted 2010 UWMP, the Project shall, to the extent feasible, implement one or more, but not limited to, the following adaptive measures to remain water neutral to the City's available and projected supply at the time of subsequent project approvals that involve a Negative Declaration, Mitigated Negative Declaration, or Subsequent EIR: **N-12.1** The Project developer shall provide to the City additional water rights of at least the shortage amount. **N-12.2** The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate. **N-12.3** The Project developer shall provide to the City permanent quantified water offsets in the form of recycled water facilities or conservation retrofits. **N-12.4** The Project developer shall provide to the City financial contributions towards City programs which generate in-City water conservation or recycled water capacity or conveyance. **N-12.5** The Project developer shall participation in other similar programs with cumulatively result in an adequate water supply contribution.	Area unless an alternative approach is agreed to in a Development Agreement.		
N-13 The Project developer shall, in a manner as agreed to in the development agreement, participate in an assessment district or similar financing instrument for the construction of a recycled water supply pipeline that will connect into the Project's recycled internal pipelines required by mitigation, or pay applicable connection fees to connect to the City's	Project developer shall in a manner as agreed to in the development agreement provide applicable payment and/or participate in an assessment district.	Prior to recordation of the final tract map or as otherwise required if an assessment district is formed.	City of Oxnard Engineering Services Division

Mitigation Measure	Action Required	Timing	Enforcement Agency
recycled water line when requested.			
Note: The "Project developer" is defined in this Mitigation Monitoring and Reporting Program as Sakioka Farms, the Project applicant, as well as the eventual individual developers of each parcel within the project site.			

ATTACHMENT H

Resolution of Recommendation for PZ No. 02-640-01

RESOLUTION NO. 2011-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING CITY COUNCIL ADOPTION OF THE SAKIOKA FARMS BUSINESS PARK SPECIFIC PLAN (PZ 02-640-01) LOCATED AT 1400 AND 2190 NORTH RICE AVENUE (APN 216-0-030-075; -105; -145; -155). FILED BY SAKIOKA FARMS, 3183-A AIRWAY AVENUE, #2, COSTA MESA, CALIFORNIA 92626.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 02-640-01, filed by Jeffrey Littell to adopt the Sakioka Farms Business Park Specific Plan for an approximately 430-acre area generally located south of the 101 Freeway, east of Rice Avenue, and along Del Norte Boulevard; and

WHEREAS, the specific plan adoption is required by the 2020 General Plan prior to development in this area; and

WHEREAS, the Planning Commission of the City of Oxnard has thoroughly reviewed and considered Final Environmental Impact Report No.06-01 (State Clearinghouse No. 2002071070) (FEIR) for the Sakioka Farms Business Park Specific Plan Project which has been prepared in accordance with the California Environmental Quality Act (CEQA) and Resolution No. 10,851, as amended, of the City Council, before making its recommendation herein; and

WHEREAS, the Planning Commission has held a public hearing and received and considered oral and written testimony on the FEIR; and

WHEREAS, the Planning Commission finds that the FEIR was completed for this project in compliance with CEQA and reflects the independent judgment of the City; and

WHEREAS, the Planning Commission has held public hearings and received and reviewed written and oral comments related to proposed Planning and Zoning Permit No. 02-640-01; and

WHEREAS, an addendum to the FEIR finds the proposed specific plan consistent with the Draft 2030 General Plan (July 2011 version) that may be adopted prior to the City Council's consideration of the specific plan; and

WHEREAS, the Planning Commission finds after due study and deliberation and public hearings that the project is consistent with the 2020 General Plan; will provide a range of commercial and light industrial business opportunities, infrastructure and arterial roadway improvements, and land reserved for a Fire Station will stimulate balanced growth without impacting undeveloped land outside of the City's CURB or impacting the City's downtown business; will enhance the quality of life for all residents of Oxnard by creating over 15,000 employment opportunities; that the project will not adversely affect or be materially detrimental to adjacent land uses, and that the public interest and general welfare require the adoption of Specific Plan Amendment No. 02-640-01; and

WHEREAS, the documents and other material that constitute the record of proceedings are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the Applicant agrees as a condition of approval of this resolution and at its own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claims, actions or proceedings to attack, set aside, void or annul the approval of this resolution or any actions or proceedings, acts or determinations taken, done or made before the approval of this resolution that were part of the approval process.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends to the City Council approval of Planning and Zoning Permit No. 02-640-01 adopting the Sakioka Farms Business Park Specific Plan for property generally located south of the 101 Freeway, east of Rice Avenue, and along Del Norte Boulevard as shown in Exhibit A, attached hereto and incorporated herein by reference.

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 18th day of August, 2011 by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

_____
Patrick Mullin, Chairperson

ATTEST: _____
Susan L. Martin, Secretary

ATTACHMENT I

Resolution of Recommendation for PZ No. 02-570-04

RESOLUTION NO. 2011-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A ZONE CHANGE (PZ 02-570-04) TO CHANGE THE LAND USE MAP TO DESIGNATE THE SOUTHERLY PORTION OF PARCEL 216-0-030-075 FROM BUSINESS RESEARCH PARK (BRP) TO LIGHT INDUSTRIAL PLANNED DEVELOPMENT (M1-PD). FILED BY SAKIOKA FARMS, 3183-A AIRWAY AVENUE, #2, COSTA MESA, CALIFORNIA 92626.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 02-570-04, filed by Jeffrey Littell to amend the zoning of the of the above-described property from BRP and M1-PD; and

WHEREAS, the Planning Commission of the City of Oxnard has thoroughly reviewed and considered Final Environmental Impact Report No.06-01 (State Clearinghouse No. 2002071070) (FEIR) for the Sakioka Farms Business Park Specific Plan Project which has been prepared in accordance with the California Environmental Quality Act (CEQA) and Resolution No. 10,851, as amended, of the City Council, before making its recommendation herein; and

WHEREAS, the Planning Commission has held a public hearing and received and considered oral and written testimony on the FEIR; and

WHEREAS, the Planning Commission finds that the FEIR was completed for this project in compliance with CEQA and reflects the independent judgment of the City; and

WHEREAS, an addendum to the FEIR finds the proposed specific plan consistent with the Draft 2030 General Plan (July 2011 version) that may be adopted prior to the City Council's consideration of Planning and Zoning Permit No. 02-570-04; and

WHEREAS, the Planning Commission has held public hearings and received and reviewed written and oral comments related to proposed Planning and Zoning Permit No. 02-570-04; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require adoption of Planning and Zoning Permit No. 02-570-04; and

WHEREAS, the proposed zone change implements the Sakioka farms Specific Plan that is required by the 2020 General Plan prior to development in this area; and

WHEREAS, the Applicant agrees as a condition of approval of this resolution and at its own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claims, actions or proceedings to attack, set aside, void or annul the approval of this resolution or any actions or proceedings, acts or determinations taken, done or made before the approval of this resolution that were part of the approval process.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council adoption of Planning and Zoning Permit No. 02-570-04, amending the City's official Zoning Map to change the zoning designation of the property as shown in Exhibit 'A', attached hereto and incorporated herein by reference.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 18th day of August, 2011, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

_____
Patrick Mullin, Chairperson

ATTEST: _____
Susan L. Martin, Secretary

ATTACHMENT A

CITY COUNCIL OF THE CITY OF OXNARD

ORDINANCE NO. __

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING ZONE CHANGE NO. PZ 02-570-04, FOR THE SOUTHERLY PORTION OF PARCEL 216-0-030-075 FROM BUSINESS RESEARCH PARK (BRP) TO LIGHT INDUSTRIAL PLANNED DEVELOPMENT (M1-PD). FILED BY SAKIOKA FARMS, 3183-A AIRWAY AVENUE, #2, COSTA MESA, CALIFORNIA 92626.

WHEREAS, on August 18, 2011 the Planning Commission of the City of Oxnard considered an application for Planning & Zoning Permit Nos. 02-640-01 (Specific Plan) and 02-570-04 (Zone Change), filed by Jeffrey Littell, to adopt the Sakioka Farms Specific Plan for an approximately 430-acre area generally located south of the 101 Freeway, east of Rice Avenue, and along Del Norte Boulevard; and

WHEREAS, on August 18, 2011, the Planning Commission recommended certification of Final Environmental Impact Report (FEIR) No. 06-01 for the aforementioned development project, and

WHEREAS, the City Council held a public hearing and received and reviewed written and oral comments related to proposed Zone Change No. 02-570-04; and

WHEREAS, the City Council finds after due study and deliberation that the public interest and general welfare require the adoption of Zone Change No. 02-570-04; and

WHEREAS, the documents and other material that constitute the record of proceedings upon which the decision to certify the FEIR are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the Applicant agrees as a condition of approval of this resolution and at it's own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claims, actions or proceedings to attack, set aside, void or annul the approval of this resolution or any actions or proceedings, acts or determinations taken, done or made before the approval of this resolution that were part of the approval process; and

WHEREAS, the zone change is consistent with the 2020 General Plan; and

WHEREAS, the zone change is consistent with the Draft 2030 General Plan (July 2011 version).

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

Part 1. The zoning governing the property located east of Del Norte Boulevard along the eastern edge of the City of Oxnard and the southerly portion of parcel 216-0-030-075 from Business Research Park (BRP) to Light Industrial Planned Development (M1-PD), as shown in Exhibit "A", attached hereto and incorporated herein by reference.

Part 2. Within 15 days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No._____was first read on ___, 2011, and finally adopted on _____, to become effective thirty (30) days thereafter.

PASSED AND ADOPTED this __th day of _____ 2011, by the following vote:

AYES:

NOES:

ABSENT:

_____
Dr. Thomas E. Holden, Mayor

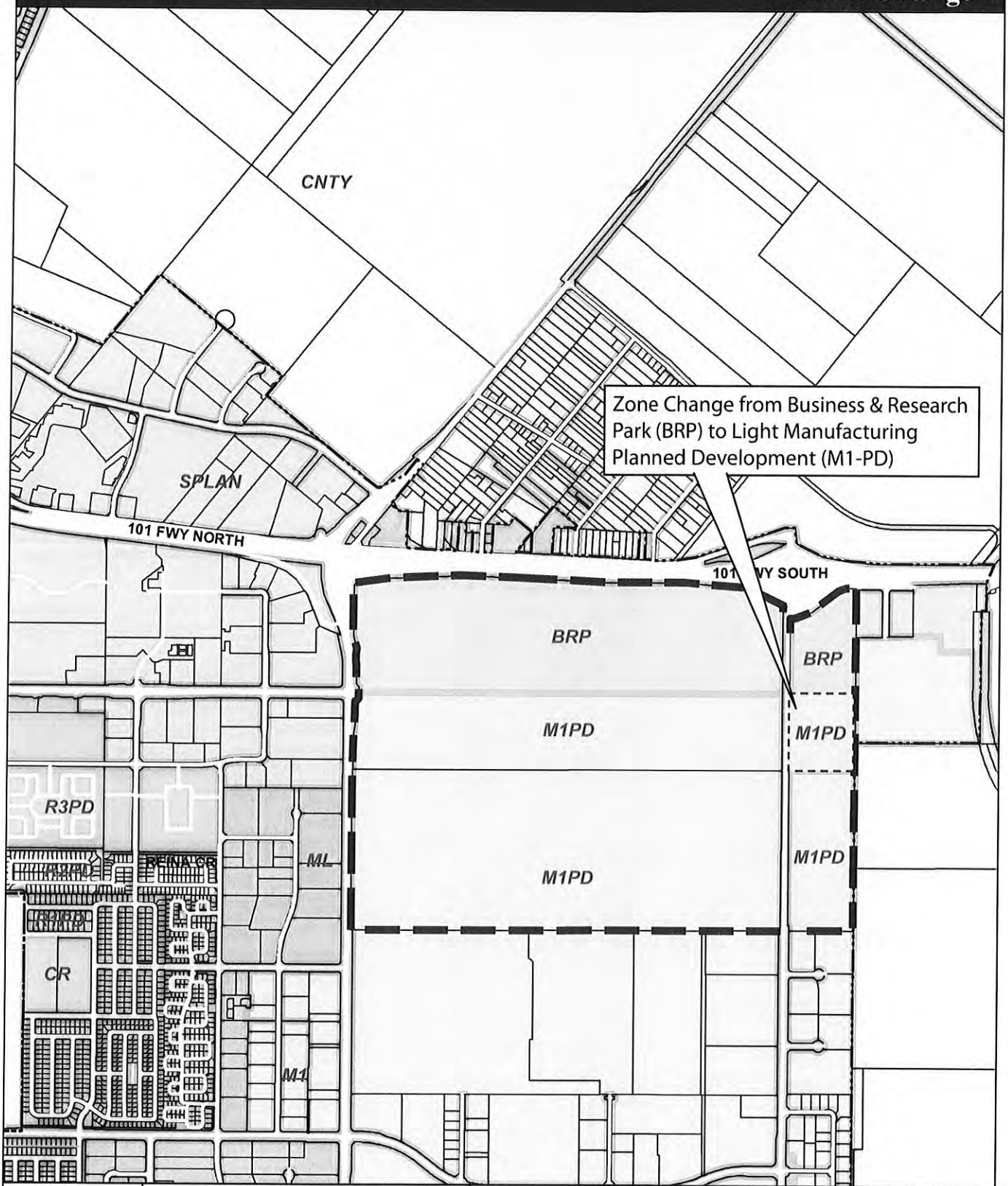
ATTEST:

_____
Daniel Martinez, City Clerk

APPROVED AS TO FORM:

_____
Alan Holmberg, City Attorney

Zone Change



Oxnard Planning
January 27, 2011

PZ 02-640-01, 02-570-04
Location: 2190, 1400 N Rice Av
APN: 216003014, 216003015, 216003007, 216003010
Sakioka

0 250 500 1,000 1,500 2,000 Feet

Zone Change

Exhibit 'A'

N W E S

1:16,493