



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Christopher Williamson, AICP, Principal Planner

DATE: October 6, 2011

SUBJECT: Planning and Zoning Permit Nos. 02-640-01(Specific Plan), 02-570-04 (Zone Change), and Certification of 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) Reopen the public hearing for all proposed actions;
 - b) 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;
 - c) 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
 - d) 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) **Discussion:** These items were presented to the Planning Commission on August 18, 2011 at which time the Planning Commission continued the hearing to October 6, 2011. The hearing was re-noticed to include a recommendation to certify the Final EIR and as a re-noticed hearing the Planning Commission is required to re-open the public hearing.

Attachment B are corrected pages corresponding to changes listed in the August 18, 2011 staff report, Attachment E. In addition, the housing option is proposed for removal from the specific plan and corrected pages to that effect are included to that effect.

Attachment C is a memorandum from the Oxnard Fire Department regarding the proposed fire station within the Sakioka Specific Plan.

Attachments D, E, and F are updated resolutions recommending City Council approval of the Sakioka Farms Business Park Specific Plan, a zone change, and certification of the Final EIR.

Attachments:

- A. Staff Report and Attachments of August 18, 2011 (previously distributed)
- B. Corrected Specific Plan pages
- C. Memorandum from the Oxnard Fire Department
- D. Resolution of Recommendation to Certify Final EIR 06-01
- E. Resolution of Recommendation for PZ No. 02-640-01
- F. Resolution of Recommendation for PZ No. 02-570-04

Prepared by: _____ CW
Approved by: _____ SM



SAKIOKA FARMS

OXNARD, CALIFORNIA

SPECIFIC PLAN

¹
~~05/01/09~~

Planning Commission #1 ²
Red Line 9/09/2011

SAKIOKA FARMS
BUSINESS PARK SPECIFIC PLAN
OXNARD, CALIFORNIA

Resolution No. ¹
~~ORDINANCE NO.~~ _____

ADOPTED _____

EFFECTIVE DATE _____

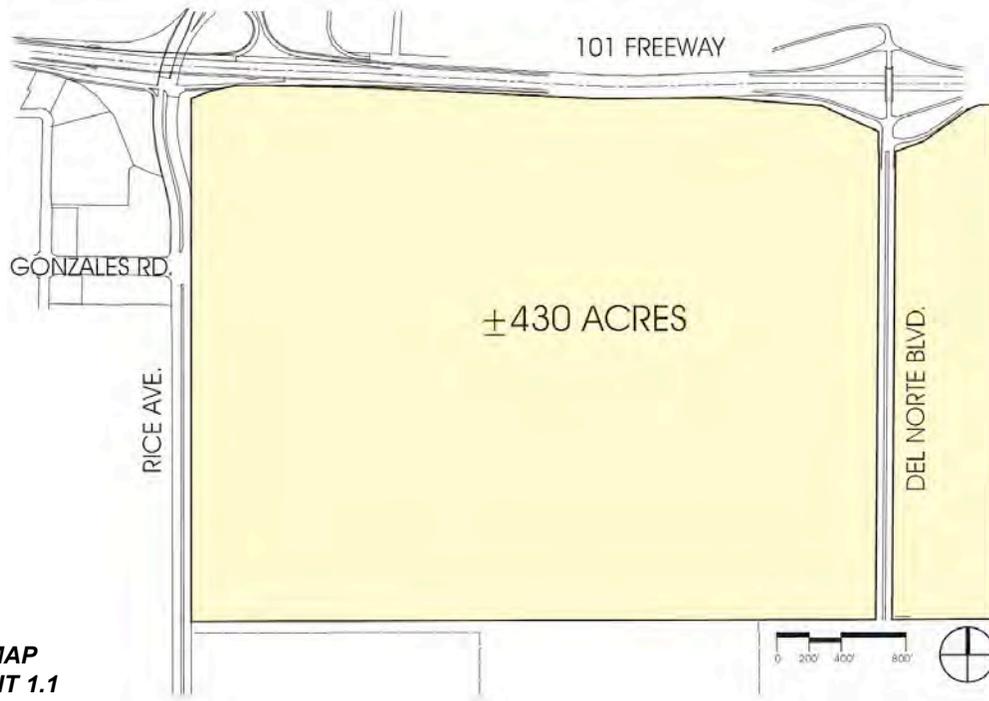
SAKIOKA FARMS
BUSINESS PARK SPECIFIC PLAN
OXNARD, CALIFORNIA

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Consultants:
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LSA - Traffic Engineers
SLA Studio Land - Landscape Architect
TBD - Signage Consultant



**SITE MAP
EXHIBIT 1.1**

1.0 PURPOSE AND INTENT

The Sakioka Farms Business Park Specific Plan establishes the planning concept, design theme, development regulations and administrative procedures necessary to achieve an orderly and compatible development of the project area; and to implement the goals, policies, and objectives of the Oxnard 2020 General Plan. The intent is to provide the framework and guidelines for a well planned phased business park development and achieve a high level of quality design.

The Sakioka Farms Business Park Specific Plan identifies the location, character and intensities of the planned development activities. The Specific Plan establishes the alignment and design of a circulation system, and all

public facilities and infrastructure necessary to implement a master planned development over time. The Specific Plan creates a compatible design theme for the project area and defines the appropriate development regulations to accomplish the identified objectives.

The Specific Plan is regulatory in nature and serves as zoning for the Sakioka Farms Business Park area. Subsequent development plans, subdivisions and other entitlement requests for the project area must be consistent with both the Specific Plan and the Oxnard General Plan. An Environmental Impact Report, with identified mitigation measures, ~~will be~~ ^{has been} prepared as a companion report to the Specific Plan.

The overall development intensity for the project area has been established in the General Plan. A total of 8,500,000 square feet of overall development activities is anticipated; 5,500,000 square feet of industrial uses and 3,000,000 square feet of business and research uses.

The Light Industrial designation will accommodate a range of general manufacturing and related service uses. In addition to traditional industrial uses, the area may develop industrial service centers; this concept recognizes that there may be a need for commercial services within industrial areas. The intent of providing commercial services is to meet the daily needs of employees within the industrial areas during their journey to and from work, while on breaks, and during lunch periods.

The Business and Research Park designation provides for a variety of business and employment opportunities such as professional, administrative, research and manufacturing uses along with limited commercial activities. This destination allows for a higher intensity of land use activities, relative to the overall project area.

~~The General Plan also provides an opportunity for the introduction of residential uses for select areas. A “Mixed Use Overlay” option is designed for the Sakioka property. A Mixed Use project is defined as combining three or more different land uses. This concept will allow individuals to live near their place of employment; and provide the City with an additional opportunity to achieve a better jobs to housing balance in the community.~~

The Specific Plan, as presented with industrial, office and support commercial uses, ~~along with the ability to propose residential uses at a later date,~~ is intended to be consistent with the City’s adopted General Plan.

2.2 ZONING REGULATIONS

The Sakioka Farms site is presently zoned Business Research Park (BRP) and Light Industrial (M-1); 130 acres and 300 acres respectively. The Specific Plan will supersede the existing zoning and establish a new set of development regulations. These regulations have been prepared consistent with the City’s adopted guidelines and regulations, and tailored for this specific site.

2.3 CURRENT LAND USES

The Sakioka Farms site consists of 430 acres of agricultural activities. There are no existing developments, the entire site is vacant, with the exception of a few farming related structures. No subdivision of the project area land has occurred. Although the City’s General Plan contains policies to preserve agricultural lands it also recognizes the role these areas will play to enable Oxnard to achieve a better balance of community activities. New private developments have occurred over time on sites surrounding the project area, replacing the agricultural operations of the past.

The project area is surrounded by development which is regulated by the other Specific Plans, the Northfield/Seagate Business Park Specific Plan and the McInnes Ranch Business Park Specific Plan.

The Northfield/Seagate Business Park Specific Plan (252 acres) is an industrial development; meeting adopted standards of site design, circulation, intensity of use and community character.

The McInnes Ranch Business Park Specific Plan (236 acres) provides a comprehensive set of plans, regulations, conditions, and programs for guiding the orderly development of a coordinated industrial / business park. Uses include a variety of manufacturing, research and development, professional and limited commercial uses integrated by planned vehicular circulation, landscaping, pedestrian walkways, and leisure spaces.

2.4 PLANNING HISTORY

During the late 1980's, the City embarked upon a planning program, which encouraged the preparation of numerous area plans, assessment districts, master plans and specific plans to provide guidelines for the orderly development of large project areas. The Sakioka Farms site is within one of these planning study areas, The Northeast Industrial Area Plan.

The Northeast Industrial Area consists of approximately 1,400 acres of property designated for Limited Industrial, Light Industrial and Business and Research Park uses. Originally part

of a larger area referred to as the Pacific Commerce Center, the N.I.A.D. properties are forecasted to be developed over a 25-year period beginning in 1985.

An Assessment District has been formed which provides for the major infrastructure improvements necessary to serve this area. In addition, the project area has been part of many formal agreements and studies directed by the City (i.e. the Xerox Annexation Agreement of 1969 and the Participation Agreement for inclusion in the Northeast Industrial Area Assessment District, 1986). The Northeast Industrial Area is one of four major industrial areas in the City that has been approved for development.

Large development projects within the Northeast Industrial Area are required to prepare Specific Plans to guide future development. The City currently has ^{a number of} ~~eight~~ active Specific Plans, two of which are within the Northeast Industrial Area. Along with the required Specific Plan, Sakioka Farms ^{may} ~~intends to~~ enter into a Development Agreement with the City. *However neither the City nor the property owner are obligated to consider a Development Agreement.*

2.5 STATE MANDATED REQUIREMENTS

To comply with the State of California legislated mandates, the City of Oxnard has adopted several plans to deal with regional issues including Air Quality, Congestion Management, Growth Management, Regional Housing and Transportation Demand Management Plans.

3.0 ADMINISTRATION

Development Services Director or designee ⁹
 The City's ~~Planning Manager~~ shall administer the provisions of the Sakioka Farms Business Park Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, the City of Oxnard Municipal Code, and the City's General Plan.

The Specific Plan development procedures, regulations, standards and specifications shall supersede the relevant provisions of the City's Zoning Code, as they currently exist or may be amended in the future. The Specific Plan shall be adopted by ~~ordinance~~ ^{resolution} ⁹. Any development regulation and building requirement not addressed in the Specific Plan shall be subject to the City's adopted regulations in place at the time of an individual request.

Development Services Director or designee ⁹
 The ~~Planning Manager~~ shall have the discretion to determine if requests for modifications to the Specific Plan are minor or major. Minor modifications or amendments may be accomplished administratively by the ~~Planning Manager~~ ^{Development Services Director} ¹⁰. Major amendments to the Specific Plan will require the processing of a Specific Plan Amendment, subject to the City's processing regulations in place at the time of the request. Minor modifications to the Specific Plan include, but are not limited to:

- The addition of information to the exhibits or text which serve to clarify, but do not change the meaning or intent.
- Changes to the infrastructure (i.e., storm drain, water and sewer systems), as recommended by the City's Director of Public Works.

- The adjustment, addition and/or lot consolidation as addressed in this section of the Specific Plan.
- Modifications to the alignment of the Planning Area boundaries to coincide with specific development plans, as recommended by the ~~City's Planning Manager~~ ^{City} ⁹.

All modifications must be reviewed for compliance with the goals and policies of the City's General Plan, intent of the Sakioka Farms Business Park Specific Plan and consistency with the Environmental Impact Report.

3.1 DEVELOPMENT PHASING

The Sakioka Farms Business Park Specific Plan area 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.

A development Phasing Plan has been prepared identifying a program of the relative timing of development within each of the Planning Areas. The Phasing Plan provides a guideline for the construction of community infrastructure and public improvements to adequately service new projects within the Specific Plan area.

3.2 METHODS AND PROCEDURES

The methods and procedures for implementation of the Specific Plan shall be on a project by project basis. The adoption of the Specific Plan alone will not require infrastructure improvements to the project area. Physical improvements will only coincide with the recordation of a Tract Map or Parcel Map and/or individual project development. The Specific Plan is a regulatory document and is not intended to be a Development Agreement.

3.3 MASTER PLAN

A Master Plan Concept for the project area identifying primary and alternative land uses, circulation system, infrastructure layout, public facilities and landscape scheme has been included within the Specific Plan. All proposed development projects shall be consistent with the intent of the Master Plan .

3.4 SUBDIVISION

The project area will be subdivided through a series of Tract and Parcel Maps. All Maps shall be prepared consistent with the Master Plan and in conformance with the City's adopted procedures and codes.

3.5 PROJECT PLAN REVIEW

Individual development projects within the Sakioka Farms Business Park Specific Plan area shall be implemented through a Development Design Review (DDR) permit approved by the ~~Planning~~ ^{Development Services Director or designee} ~~Manager~~.

Prior to submitting the DDR application to the City, all proposed development projects shall be submitted to the project area's Architectural Review Committee. A special committee shall be established by the property owner for review of all proposed new and expanded developments to determine consistency with the established guidelines and intent of the Specific Plan. Following review and approval by the Architectural Review Committee, the project request may be submitted to the City for DDR review and permitting.

A Development Design Review ^{Permit} shall be required for all new development activity. Exceptions to this provision include interior improvements, general maintenance and repair or other minor construction activities that do not result in an intensification of the use. These exceptions may be subject to other Planning, Building and Public Works permits and approvals prior to commencement.

The ~~Planning Manager~~ ^{Development Services Director or designee} has the authority to approve, conditionally approve, or deny a Development Design Review Permit. The application may also require analysis and comments from various other departments of the City. Applicants have the right of appeal through the normal City process.

Project denial shall be limited to finding of inconsistency with the Specific Plan.

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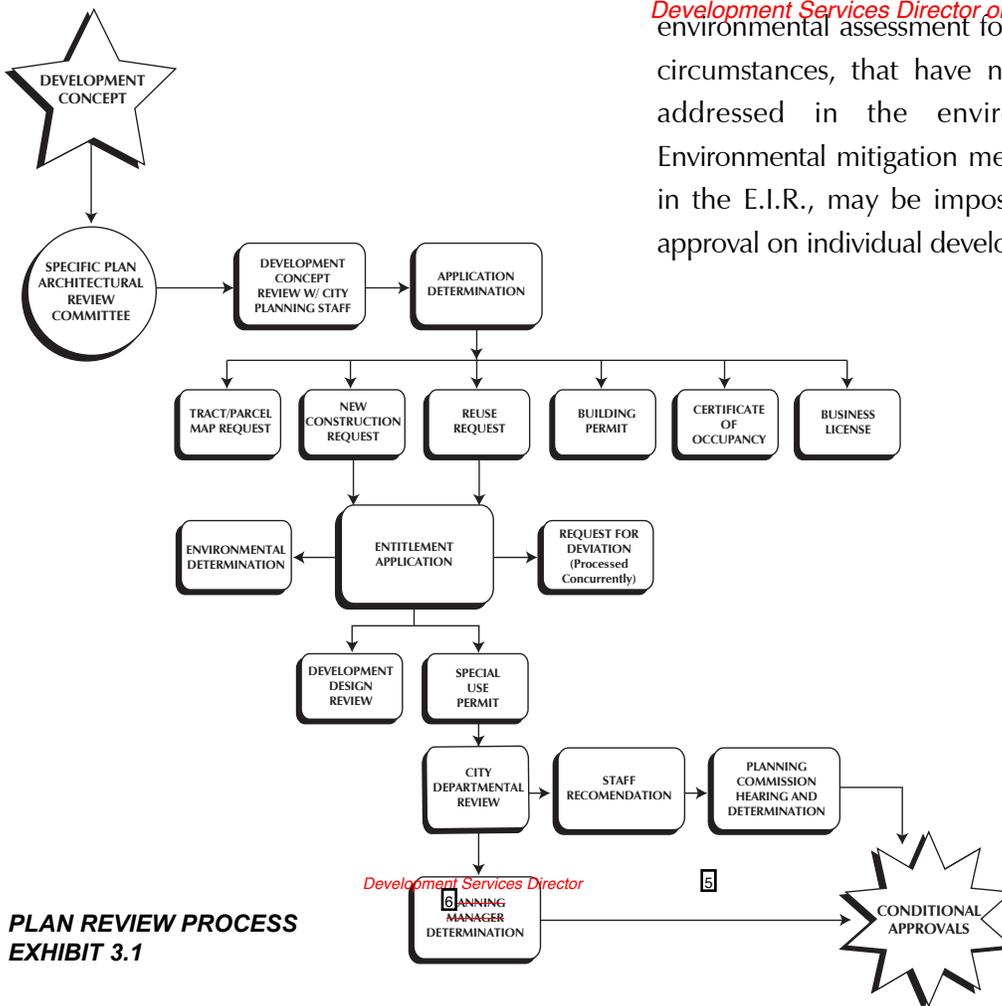
3.6 REUSE / CHANGE OF USE REVIEW

Any proposal to reuse and/or change the use of a previously approved and constructed development, within the project area, will be subject to additional review by the Development Services Department. In addition, any proposed physical modifications to the existing structure and/or site shall be subject to additional review and approval of the ~~Planning Manager~~ *Development Services Director or designee* prior to the issuance of building permits.

3.7 ENVIRONMENTAL DETERMINATION

The extent and intensity of all anticipated development activity for the Sakioka Farms Business Park area have been identified in the Specific Plan and analyzed in the Environmental Impact Report.

Development project requests consistent with the Specific Plan shall not be subject to additional environmental review unless otherwise required by C.E.Q.A. However, the ~~Planning Manager~~ *Development Services Director or designee* may request an additional environmental assessment for unique or unusual circumstances, that have not been previously addressed in the environmental review. Environmental mitigation measures, as specified in the E.I.R., may be imposed as conditions of approval on individual development projects.



PLAN REVIEW PROCESS
EXHIBIT 3.1

3.8 REQUEST FOR MODIFICATION

The Sakioka Farms Business Park Specific Plan Development Regulations are intended to encourage projects which create an aesthetically pleasing appearance, enhance the environment, and facilitate innovative quality architectural design.

Requests for Modification from the Development Regulations of the Specific Plan, which have been approved by the project's Architectural Review Committee, may be granted at the time of the Special Use Permit or Development Design Review request, for special circumstances and/or unique architectural features. Requests for Modification may include but are not limited to parcel size, building height, site coverage, setbacks, open space, parking, and landscaping.

All Modification requests will be considered by the ~~Planning Manager~~ *Development Services Director or designee*. Modification to the Master Plan Concept may require a Specific Plan Amendment, subject to the procedures outlined in the City's Zoning and Subdivision Ordinance.

Requests for Modification may be allowed when significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met. Additional benefits which may make a project eligible for consideration include greater open space, greater setbacks, unique or innovative designs, public open space, and the use of energy conservation or innovative technology.

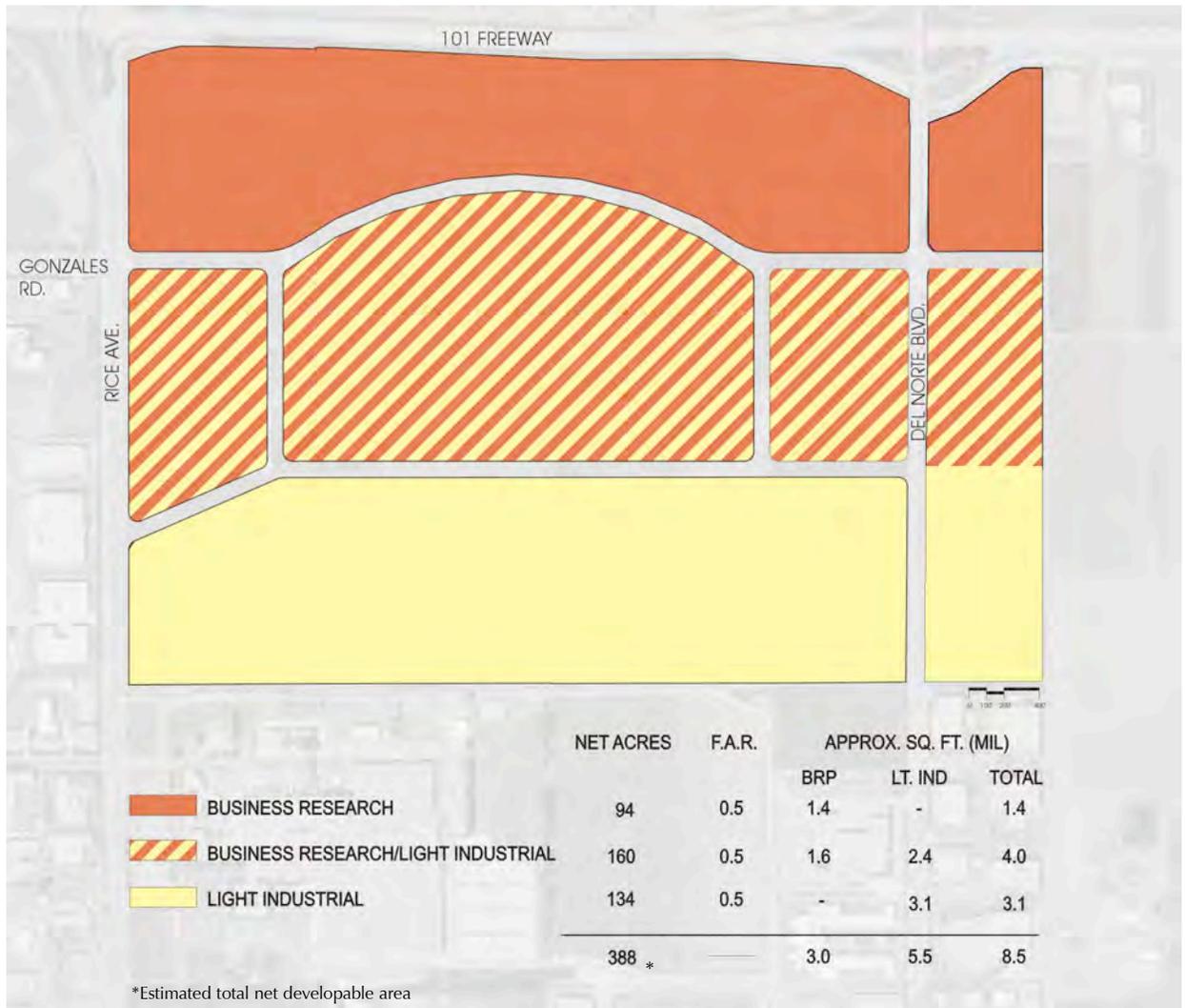
Development Services Director or designee

The ~~Planning Manager~~ may approve the Request for Modification in whole or in part upon making the following findings:

- To promote better design, environmental and land planning techniques and contribute to the economic viability of the community, through aesthetically pleasing architecture, landscaping and site layout; and
- Will not be detrimental to the general health, welfare, safety and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general; and
- To be consistent with objectives of the Specific Plan in achieving a project adapted to the area and compatible with the surrounding environment; and
- To be consistent with the goals and policies of the City's General Plan, and comply with State and Federal Law.

3.9 MINOR EXPANSIONS

Minor Expansions of use shall be considered up to ten (10) percent of an existing structure for a legally established use, and that the use of operation after expansion or modification is in compliance with the Specific Plan. Minor expansions may be permitted and require a Request for Modification and they are subject to review and approval by the ~~Planning Manager~~ *Development Services Director or designee*.

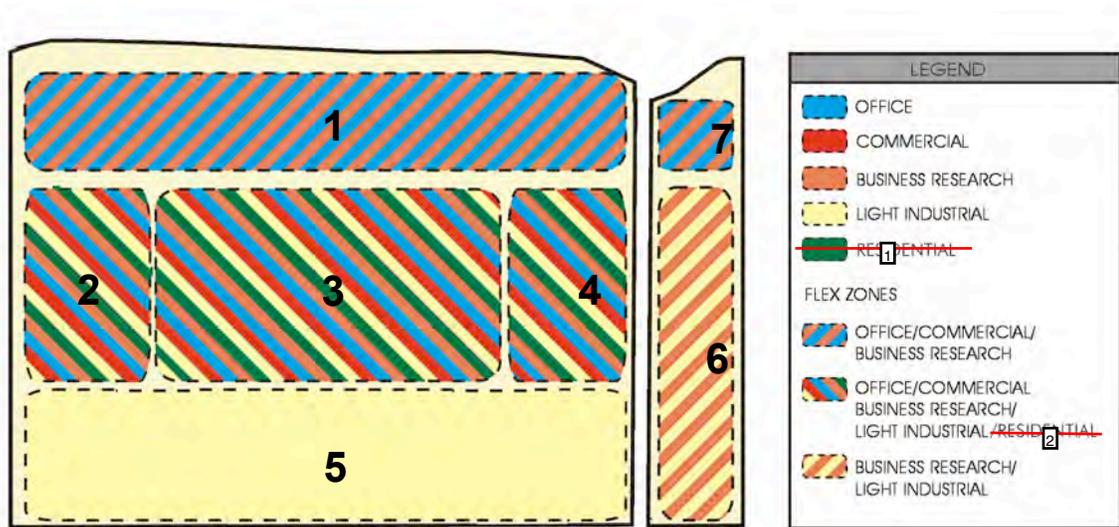


**FLEX LAND USE PLAN
EXHIBIT 4.1**

4.0 DEVELOPMENT CONCEPT

The Sakioka Farms Business Park Specific Plan development concept provides for a large master planned industrial/business park complex. The Specific Plan establishes the general type, location, parameters and character of all development within the sites boundaries, while allowing for creative design ideas on individual projects consistent with an overall concept.

In order to achieve flexibility in future project development and maintain consistency with the General Plan, a flexible land use plan has been prepared. The plan has its roots in the land use designations of the General Plan, and incorporates a recognition that ultimate development will likely be a blend of both traditional light industrial¹ and² business research facilities and residential.



**CONCEPT PLAN APPROACH
EXHIBIT 4.2**

The development concept establishes the vision for the Specific Plan, and is designed to allow for development in a manner that is both flexible and compatible with the surrounding neighborhood. The development concept approach recognizes that the area will be incrementally developed in phases over an extended period of time and provide an opportunity for a variety of quality uses.

In order to provide for this flexibility and be able to propose a quantifiable plan for analysis, the primary uses have been identified. Each category of use has been limited to select portions of the Specific Plan area, with a maximum intensity of development identified. This will allow for the proper analysis of potential development impacts over an extended period of time. The flexibility is obtained through the identified overlapping of uses in the concept plans. Within the limits of total intensity, Flex Zones allow a use or activity the opportunity of being developed at a number of potential locations in response to market and development trends of the future.

The sites natural features and proximity to regional transportation systems make the area ideal for a variety of compatible business land uses and activities. The development concept is designed to address the area’s surrounding industrial activities and the community need for a strong self-sufficient economy.

The Specific Plan will provide for a range of employment opportunities in the professional, retail, service and industrial fields; and will widen the employment base of the community. Residential uses are proposed as contemplated by the “Mixed Use Overlay” Program described in the General Plan. Residential opportunities will assist the City in maintaining an adequate jobs/housing balance consistent with the area’s regional goals and objectives.

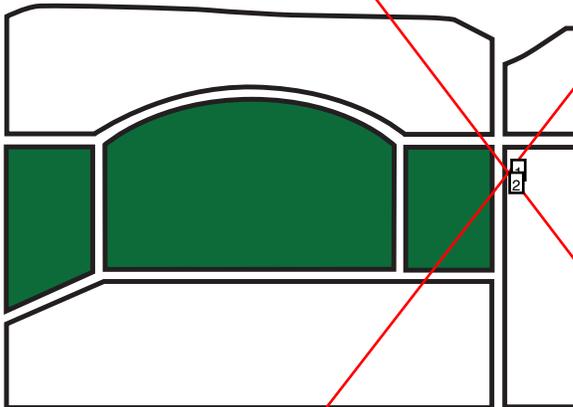
LAND USE SUMMARY
EXHIBIT 4.3 cont.

RESIDENTIAL	
D.U.	AC
890	142

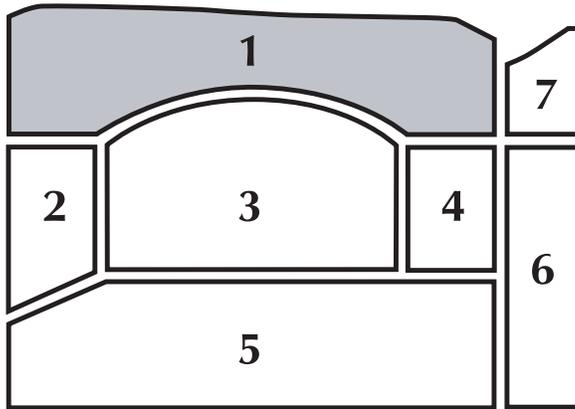
OMIT

3

LAND USE AREA MAPS
EXHIBIT 4.4 cont.

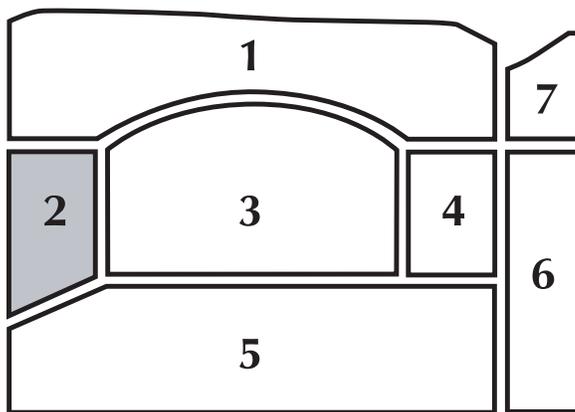


RESIDENTIAL



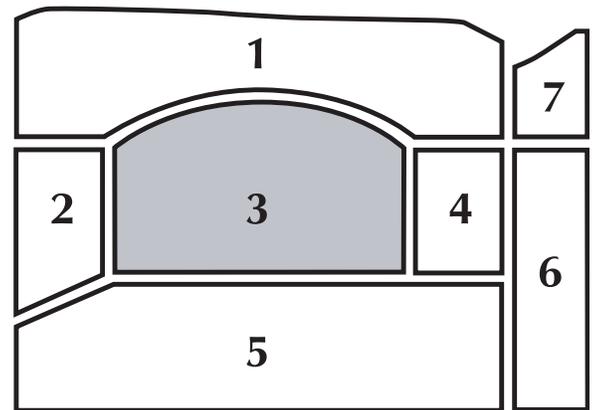
AREA 1

PLANNING AREA 1 is the highest profile portion of the project area located adjacent to the Ventura Freeway. Defined by an extension of Gonzales Road, this area will not only serve as the visual focus for the project, but also as a major eastern gateway to the City of Oxnard. High profile office and commercial development is anticipated for this portion of the project. The area consists of approximately 80 acres and can accommodate a high concentration of uses. Due to the Planning Area's location, it will establish the primary design image of the Specific Plan.



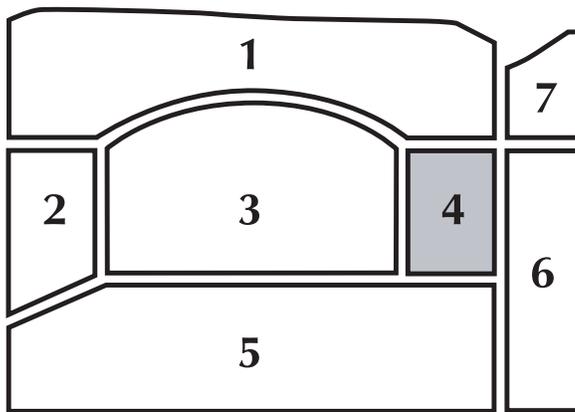
AREA 2

PLANNING AREA 2 fronts Rice Avenue, the westerly edge of the project. This Planning Area will provide opportunities for new office, ~~residential~~, business research facilities, industrial and related development projects. The area comprises approximately 35 acres and will maintain the design theme established in Area 1 and transition into the more traditional industrial activities anticipated for Planning Area 5.



AREA 3

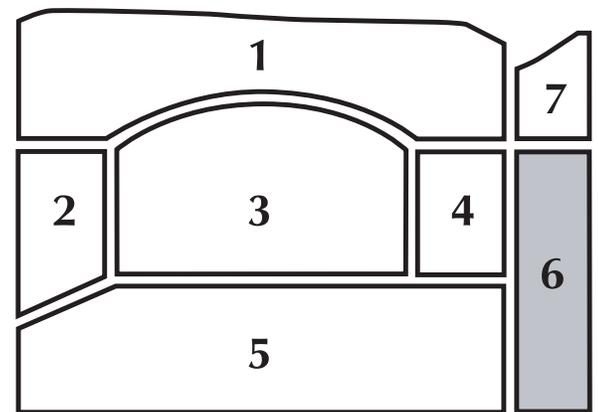
PLANNING AREA 3 is the central portion of the project area and as such a number of alternatives may be considered. One option proposes a high intensity core with larger office buildings, residential uses and integrated community facilities and commercial opportunities. This Planning Area may also become a continuation of the traditional industrial development to the south. A large undeveloped site is very desirable to major industrial tenants and this location, with convenient access to the freeway from two locations, may prove to be ideal. This area is approximately 77 acres in size and can accommodate a range of development options.



AREA 4

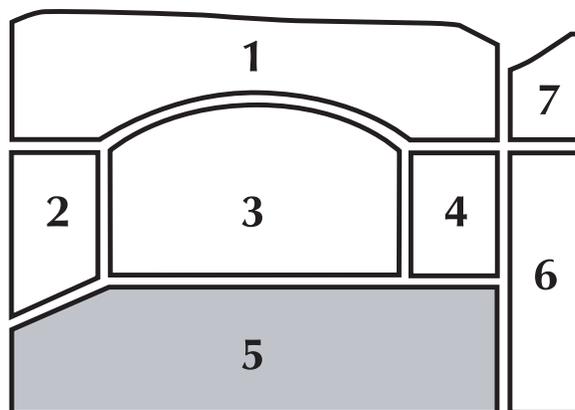
PLANNING AREA 4 is located along Del Norte Boulevard. This area may develop in a pattern very similar to Area 2, with an emphasis on new offices, ~~residential~~ and business research facilities. The area may also develop in a manner similar to other industrial projects to the south and cater to smaller traditional industrial projects. Area 4 consists of 30 acres and will assist in establishing the project theme for the eastern portion of the project area.

PLANNING AREA 5 is designated as the primary light industrial site. This area will cater to major industrial tenants desiring to relocate to the Oxnard area. Area 5 consists of 116 acres and will accommodate new industrial development that will maintain and reinforce the Master Plan concept for the Specific Plan area.



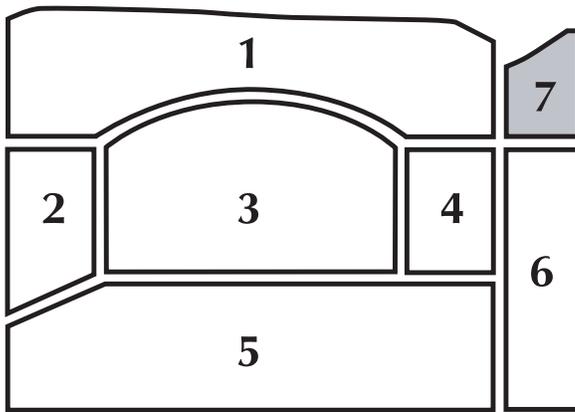
AREA 6

PLANNING AREA 6 is the eastern boundary of the project, with a significant amount of frontage on Del Norte Boulevard. This area consists of 36 acres and may be developed a number of different ways.



AREA 5

Future activities for the area will depend on market conditions and may include a combination of light industrial and research development uses. Future development activities may reflect an expansion of the existing activities to the south and west or present opportunities for independent new projects.

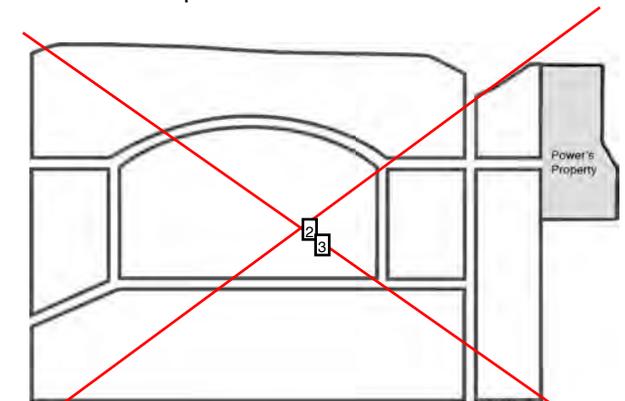


AREA 7

PLANNING AREA 7 is in the northeastern portion of the project. Although the smallest of all the Planning Areas, 14 acres in size, it may become one of the highest profile sites and is well situated for office and convenience commercial activities. This area will also include opportunities to enhance future planning and development activities on the adjacent property to the east of the project.

POWER'S PROPERTY

~~The Power's family property lies directly to the east of the project area. The site consists of forty eight (48) acres and current land uses include limited business park development and agriculture production. The current General Plan and Zoning designations call for future Business Research Park (BRP) use. Future access to the site will be by way of an extension of Gonzales Road eastward from Del Norte Blvd. This area will provide for additional business park development through its own Specific Plan, and should be constructed in a manner consistent with the Specific Plan and contain compatible activities.~~



POWER'S PROPERTY

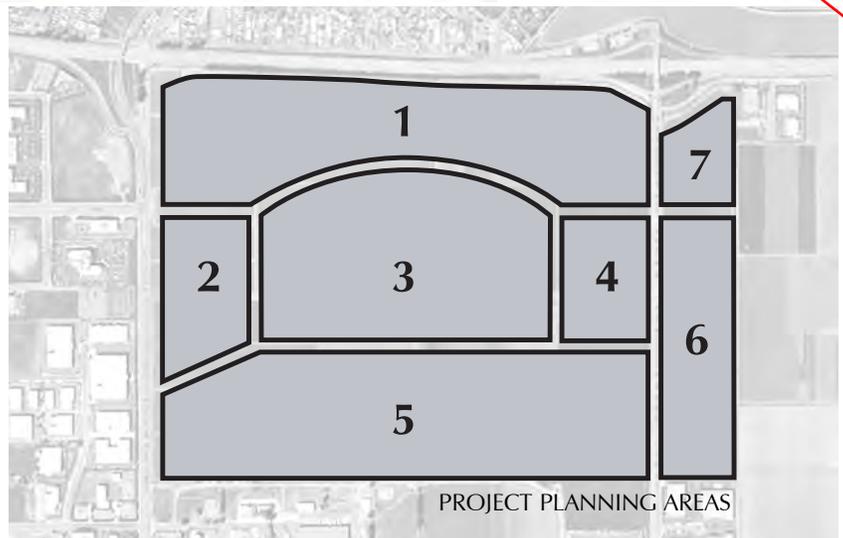
ALLOWED LAND USE BY SUB AREA
EXHIBIT 4.6

REPLACEMENT EXHIBIT 4.6 (PAGE 26)
Replacement Exhibit 4.6

LAND USE / ZONING EQUIVALENCY
EXHIBIT 4.6

LAND USE	ZONE EQUIVALENT	PLANNING AREA						
		1	2	3	4	5	6	7
Light Industrial	M-1		●	●	●	●	●	
Business / Research	BRP	●	●	●	●		●	●
Commercial	C-2	●		●				●
Office	C-O & BRP	●	●	●	●			●
Residential *	R-3		●	●	●			
Transitional Agriculture		●	●	●	●	●	●	●
TOTAL NET ACRES		80	35	77	30	116	36	14

* Requires Specific Plan Amendment



The Master Plan permits a great number of options regulated through the comprehensive, Specific Plan guidelines and standards.

The Master Plan recognizes the area adjacent to the Ventura Freeway as a gateway to the City and suggests a series of high profile, high quality office buildings. The concept anticipates a core of high-rise office buildings, surrounded by lower profile office and office/business research uses. The dynamics of this approach may result in a greater demand for business and research activities over the project area. The central portion of the site allows for business research, light industrial or office activities. The areas south of the extension of Gonzales Rd. and immediately adjacent to Rice Ave. and Del Norte Blvd. is a flexible zone for business research and light industrial activities.

Retail activities are permitted in the northern portion of the site. This freeway adjacent location will allow for a variety of retail uses in a portion of the community currently with few services.

Traditional industrial uses will be accommodated in the central and southern portions of the project area. Large, medium and small parcels are anticipated for a variety of industrial users.

~~Residential uses will also be permitted within the central portion of the project area.~~

The objective of the Specific Plan is to implement the goals and policies of the Oxnard General Plan by defining the physical development of the Sakioka Farms Business Park site. Included in this approach are the establishment of land use, circulation, landscape, infrastructure, and architectural design characteristics for the project area. The Specific Plan consists of five major components which guide the development process: the Land Use Plan, Circulation Plan, Public Facilities Plan, Design Guidelines, and detailed Development Regulations.

The Specific Plan identifies and requires sufficient infrastructure and public facilities to adequately and efficiently support anticipated land uses and activities. These improvements will be phased to coincide with or precede individual development projects. This up-front effort will allow future development projects to obtain City approval in an expedited manner, providing the individual projects are consistent with the Specific Plan and the Environmental Impact Report.

**REPRESENTATIVE LAND USE SCENARIO
EXHIBIT 4.8**

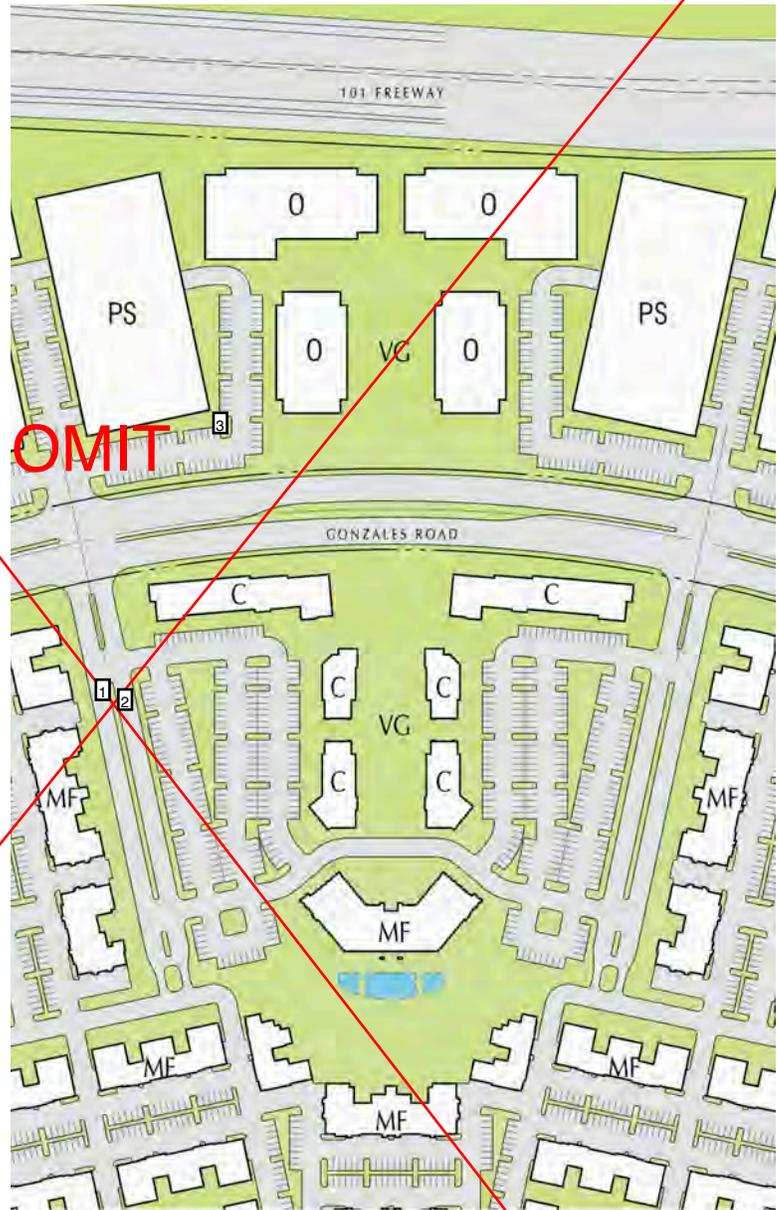
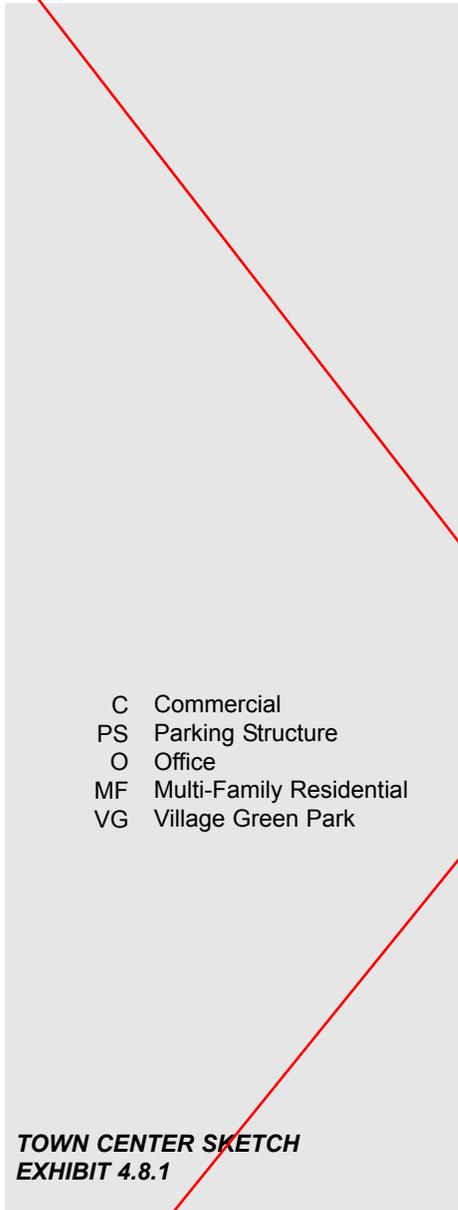
	Business/ Research		Office		Light Industrial		Commercial		Residential		Park	Fire	TOTAL	
	SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC	D.U.	AC	AC	AC	SQ. FT.	AC
1	1,300,000	45	400,000	20			80,000	15					1,780,000	80
2	200,000	14 ⁴			600,000	21			220	6			800,000	35
3	600,000	35 ⁶			1,200,000	40.5			450	13		1.5 ⁷	1,800,000	77
4	200,000	14 ⁹			500,000	16			220	6 ²			700,000	30
5					2,500,000	116							2,500,000	116
6	100,000	4			700,000	32							800,000	36
7	100,000	4					20,000	10					120,000	14
TOTAL **	2,500,000	91	400,000	20	5,500,000	225.5	100,000	25	890	25	3	1.5	8,500,000	388*

* Estimated total net developable area
** Ultimate development governed by "Trip Generation Budget"

4.3 LAND USE PLAN

This representative Land Use Summary table has been prepared to reflect an anticipated build-out scenario. The table has been included in order to facilitate analysis of the potential impacts associated with the ultimate development of the project. The figures presented only reflect a potential development pattern. The intensity of development may shift from one Planning Area to another; the numbers represented in the table do not reflect a maximum for any individual Planning Area. The project area as a whole will be regulated by the Circulation Plan and the associated "Trip Generation Budget". Ultimate development must remain consistent with the City's 2020 General Plan anticipating a total of 8,500,000 square feet of industrial and business research park users and related activities. The Specific Plan identifies sufficient infrastructure

and public facilities to adequately and efficiently support any and all anticipated land uses and activities permitted under the Specific Plan. These improvements will be phased to coincide with or precede individual development projects. The maximum permitted total floor area for all industrial, office and commercial developments within the Specific Plan Area shall not exceed the General Plan overall floor area allocations. The cumulative square footage of floor area for each of the allowed uses within the Specific Plan have been estimated for each Planning Area; however, these numbers may be modified and transferred as market conditions and / or development concepts dictate. Any modifications and/or adjustment to land use square footage ratios must comply with the "Trip Generation Budget" and other provisions identified in the E.I.R. and City's General Plan.



4.3.1 TOWN CENTER VISION

The central portion of Planning Areas 1 and 3 is the logical location within the Specific Plan for the development of a mixed-use "Town Center." The Town Center sketch illustrates one of many possible planning development patterns, permitted by the Specific Plan, to create a

pedestrian-friendly urban center framed by architecture and landscape design that reinforces community identity. This sketch depicts a complimentary concentration of residential, commercial and office districts with public and private zones radiating from a central park or "village green."

TRIP GENERATION BUDGET

EXHIBIT 4.10

Replacement Exhibit 4.10 1

Table 3-1
TRIP GENERATION SUMMARY-SAKIOKA FARMS SPECIFIC PLAN AREA

TRIP RATES		Units	AM Peak Hour			PM Peak Hour			ADT
Land Use	In		Out	Total	In	Out	Total		
General Commercial	TSF	0.51	0.33	0.84	1.46	1.59	3.05	35.00	
Office	TSF	1.66	0.23	1.89	0.31	1.51	1.82	13.50	
Business Park/R&D Center	TSF	1.12	0.22	1.34	0.23	0.96	1.19	10.44	
Light/General Industrial	TSF	0.58	0.18	0.76	0.25	0.61	0.85	6.50	

AREA	LAND USE	Size	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Office	400 TSF	664	92	756	124	604	728	5,400
	Business Park/R&D Center	1,300 TSF	1,456	286	1,742	299	1,248	1,547	13,572
	General Commercial	80 TSF	41	26	67	117	127	244	2,800
	SUBTOTAL		2,161	404	2,565	540	1,979	2,519	21,772
2	Business Park/R&D Center	200 TSF	224	44	268	46	192	238	2,088
	Light/General Industrial	600 TSF	348	108	456	150	366	516	3,900
	SUBTOTAL		572	152	724	196	558	754	5,988
3	Business Park/R&D Center	600 TSF	672	132	804	138	576	714	6,264
	Light/General Industrial	1,200 TSF	696	216	912	390	732	1,632	7,800
	SUBTOTAL		1,368	348	1,716	438	1,308	1,746	14,064
4	Business Park/R&D Center	200 TSF	224	44	268	46	192	238	2,088
	Light/General Industrial	500 TSF	290	90	380	125	305	430	3,250
	SUBTOTAL		514	134	648	171	497	668	5,338
5	Light/General Industrial	2,500 TSF	1,450	450	1,900	625	1,525	2,150	16,250
	SUBTOTAL		1,450	450	1,900	625	1,525	2,150	16,250
6	Business Park/R&D Center	100 TSF	112	22	134	23	96	119	1,044
	Light/General Industrial	700 TSF	405	126	532	175	427	602	4,550
	SUBTOTAL		518	148	666	198	523	721	5,594
7	Business Park/R&D Center	100 TSF	112	22	134	23	96	119	1,044
	General Commercial	20 TSF	10	7	17	29	32	61	700
	SUBTOTAL		122	29	151	52	128	180	1,744
TOTAL			6,705	1,665	8,370	2,228	6,518	8,738	70,750
Existing Sakioka Farms Trip Totals			10	8	18	7	11	18	190

4.6 PUBLIC FACILITIES PLANS

The Public Facilities Plans identify existing and proposed infrastructure, including water, sewer, storm drain system and facility improvements to serve development within the Specific Plan area. A specific analysis of infrastructure requirements and detailed design, construction and phasing plans will be identified in the Infrastructure Master Plan Technical Appendix to the E.I.R.

WATER SYSTEM PLAN

The Water System Plan for the site includes a system of water mains to be constructed in conjunction with the phased project build-out. This system will be contained in the streets and will connect to existing facilities in Del Norte Blvd. and Rice Ave. Water systems shall be looped to provide adequate water pressure and fire flow for each phase of the build-out. Stub outs shall be provided for each lot, and future on-site water mains shall be sized in accordance with the City of Oxnard Fire Department and Public Works Department requirements. Where the needs of future in-tract development exceed system capacity, additional upgrades such as tanks or pump stations may be required to achieve calculated demands.

The existing facilities contained in Rice Ave. and Del Norte Blvd. are adequate to supply the projected needs of the site. A 16" water main looped through the site will satisfy fire flow requirements, and the merging of two pressure zones serving the area will further improve the available pressure.

All anticipated water system connections should be constructed prior to or concurrently with each respective phase of the site improvements. In accordance with SB610, a water supply assessment will need to be prepared by the public water supplier (Calleguas Municipal Water District) due to the development's size.

SEWER SYSTEM PLAN

The Sewer System Plan for the site includes a system of gravity sewer mains to be constructed in conjunction with the phases 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 and Rice Avenue 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 Plans for Public Works Construction (Standard Plans) and the Draft Wastewater Collection System Master Plan (DWCSMP). Sewers were sized in accordance with the worst case discharge rates and peaking factors found in the City's Standard Plans.

~~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 impracticable 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.~~

STORM DRAINAGE PLAN

The Storm Drainage Plan for the site proposes a system of storm drain lines to be constructed both within the streets and easements in accordance with the anticipated drainage patterns of the developed site. The project site drains generally to the southeast in both the existing and ultimate drainage conditions to a connection with the existing Sturgis Road drain at the southeast corner of the site. Storm water discharges from the site are consistent with those envisioned by the City of Oxnard Master Plan of Drainage.

The proposed Storm Drainage Plan anticipates the construction of storm water detention

facilities equipped with outlet control structures to effectively limit storm water discharges from the site to 1 cfs/acre. Discharges less than 1 cfs/acre shall pass through the proposed storm drain system and discharge to the northerly terminus of the Sturgis Road drain. Discharges in excess of 1 cfs/acre, or the difference between a 10-year and 100-year storm as such flows develop will be detained on site. Proposed project storm water detention facilities shall be located within the site to the limit developed flows to pre-development levels. All new development and redevelopment projects will be required to implement hydrolic control measures to prevent accelerated downstream erosion.

The proposed on-site portions of the project's storm drain system shall 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 Storm Water Quality Urban Impact Mitigation Plan (SQUIMP) where applicable. Detention, infiltration, flow-based devices or other equally effective methods shall be registered into the project's storm drain facilities to effectively treat all storm drainage from impervious portions of the site prior to release.

The on-site storm water conveyance system will be consistent with both the City of Oxnard Master Plan of Drainage and the Northeast Industrial Assessment District (NIAD) plans which considered future drainage configurations for the property. Layout and design of storm

drain mains and detention facilities account for the limitations of the existing box culverts constructed under Del Norte Boulevard at two locations as part of Phase 4 of the NIAD improvements. The existing trapezoidal channel which is the point of connection for the project (the Sturgis Road drain) is anticipated to be extended approximately to the north property line of the project along its current alignment. The existing earthen channel would be replaced by a concrete trapezoidal channel sized per the Master Plan, and the existing off-site earthen channel running along portions of the northern property boundary would be maintained.

Off-site drainage is contributed to the northerly section of the site from the adjacent southbound portion of the Route 101 interchange. Four box culverts transfer drainage from the 40 acres to the north of the project through the Route 101/Caltrans right of way. This drainage, together with contributions from permeable and impermeable portions of Route 101, is intercepted by the off-site earthen channel just north of the project, which in turn crosses on to the project site to join the proposed trapezoidal channel extension.

STORM WATER QUALITY

The City of Oxnard requires all new development within the city to incorporate storm water quality control measures into the proposed improvement plans as part of the County Storm Water Quality Urban Impact Mitigation Management Plan (SQUIMP). Drainage from the proposed project development is subject to this requirement. To comply with the local

development requirements, each site as it develops, will be responsible for treating storm water runoff either through bio-filtration, infiltration, detention filtration, or any other method allowed by the City of Oxnard. These improvements shall also meet the standards contained in the Ventura County Technical Guidance Manual for Storm Water Quality Control Measures.

For the backbone street system, storm water quality can be achieved through various means and methods, including; bio-filtration within the street right-of-way, proprietary devices (i.e. storm filter basins), and / or a downstream treatment basin.

FIRE STATION

~~A new Fire Station site, consisting of 1.5 acres, is proposed within Planning Area 2 or 3. 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 are subject to review and approval by the Oxnard Fire Department for inclusion on the Tentative Tract Map.~~

A new fire station, consisting of 1.5 acre, is proposed within Planning Area 2 or 3. The Oxnard Fire Department is requesting that the new fire station be fully constructed and operational prior to the issuance of any building permits in excess of 1.7 million gross square feet. These estimates are based upon current deficiencies in service, future demands from other adjacent developments and projects with the Specific Plan area. The criteria for any future development limitations shall be provided by the Oxnard Fire Department. As part of the adaptive management of the project's Mitigation Measures, the Oxnard Fire Department shall conduct subsequent reviews to determine whether additional development may be allowed based on future fire protection capability. 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. The final design and location area is subject to review and approval by the Oxnard Fire Department as part of 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. Unless otherwise determined, the 1.5 acre fire station site shall be reserved for the fire station.

4.7 AFFORDABLE HOUSING

Affordable housing shall be addressed within each residential project. Ten percent of the total units within each project shall be set aside for qualified low and moderate income households. Low income households are between 60 and 80 percent of the Ventura County median income and moderate is 80 to 120 percent. An additional ten percent of the total units shall be made available as workforce housing for households with incomes between 120 and 150 percent of the County's median income.

Center." Childcare facilities shall be designed in compliance with all State of California regulations and all City of Oxnard regulations in effect at the time of project request.

An affordable housing Agreement and Childcare Facilities Plan shall be prepared concurrent with all requests for residential development and subject to a Development Design Review approval by the Planning Manager.

All residential projects shall provide provisions for childcare facilities either on-site or through participation in an off-site facility within the "Town

OMIT

PHASING MATRIX	PLANNING AREAS						
	1	2	3	4	5	6	7
2015 2010 ¹	25%	25%	25%	25%	33%		
2020 2015 ²	25%	25%	50%	25%	33%	25%	
2025 2020 ³	25%	25%	25%	25%	33%	25%	25%
2030 2025 ⁴	25%	25%		25%		50%	75%

PHASING MATRIX
EXHIBIT 4.32

4.8 PHASING PLAN

The Sakioka Farms Business Park will be developed in various phases over the next several years. In order to accommodate the anticipated intermittent development patterns, all required circulation, infrastructure and community improvements to accommodate each new development of the Specific Plan shall be completed prior to, or simultaneously with, individual projects. See Exhibit 4.12 for the Conceptual Street Phasing Plan.

The Specific Plan Planning Areas may be further divided into Subareas to better reflect the anticipated development pattern and infrastructure improvement phasing. The Phasing Plan presents a schedule of project development based on an incremental installation of infrastructure improvements.

The Phasing Plan recognizes that the project area is presently vacant with few infrastructure improvements. The development phasing schedule has been prepared to provide that adequate public facilities and services will be available for each new project.

The first phase of the infrastructure improvements will extend, install and upgrade the utilities necessary to provide for new projects in the affected Planning Area(s). ~~Total first phase of infrastructure improvements are anticipated to be completed by the year 2010.~~

5.0 PROJECT AREA CHARACTER

The Design Guidelines establish the character and style for the development of a business park complex with buildings and streetscapes that have a distinct visual identity. The Guidelines accommodate individual development identities and promote interrelationships between complementary land uses and community features. The major elements of the Design Guidelines include: site planning, architecture, streetscape, landscaping, and signage. All development proposals within the Specific Plan area shall conform to the Design Guidelines and shall incorporate appropriate theme elements.

The Design Guidelines are to be used by the private developer, the project's Architectural Review Committee and the City of Oxnard as part of the plan review process. The Design Guidelines are general and may be interpreted with some flexibility in their application to individual projects. Variations may be considered for projects with special design characteristics that still meet the objectives of the Guidelines. The Design Guidelines shall be used to promote a high level of design quality while encouraging creativity on the part of individual project designers.

5.1 SITE PLANNING GUIDELINES

The Specific Plan anticipates a combination of industrial, office, ~~residential~~ and commercial buildings, each varying in parcel size, building height, and intensity of development. The Design

Guidelines section provides the measure by which basic concepts for coordinated site planning can be realized. Care must be taken in the creation of each parcel in the project area to provide convenient access, and cluster common activities.

Effective site planning techniques will establish a strong outline and framework for guiding future individual development projects, and create a unique high quality business park. The successful integration of effective site planning techniques, with the basic design elements on individual projects, will enhance the visual experience in the Specific Plan area, and promote a true sense of place.

To facilitate the development of the Sakioka Farms Business Park into a unique resource for the community, the following site planning policies have been compiled for the Specific Plan.

5.1.0 DESIGN POLICIES

5.1.1 Site layout for individual projects shall be designed to route people and vehicles through the site in a clear, identifiable, efficient and effective manner.

5.1.2 Building orientation should reflect an understanding and response to the sun, shade and wind conditions along with views into and from the project. Buildings shall be designed

shape at time of installation. Trees shall be selected based upon the size of the planting area, to allow for mature growth without causing future damage to the improvements.

All plant materials are to be heat and drought-tolerant. Plant materials that are salt-tolerant are also recommended. Perimeter areas/project edges should be planted with low water use shrubs and groundcover. Lawns and moderate-water-use shrubs and groundcovers should be restricted to feature areas and podium decks and limited in area to minimize water use. Shrubs should be used in massings interspersed with accent or specimen plantings. The use of unmowed perennial grasses such as Pennisetum, miscanthus, or Carex spp. as a foreground or middle ground material is encouraged.

Large spreading trees should be selected to provide the maximum shading of ground level and deck areas, with palm plantings used to create outdoor 'rooms' and feature plazas. Informal palm plantings and vertical tree species are to be used to reduce the scale of buildings and screen views and architecture.

Trees shall have comparatively straight trunks, well-developed leaders, and tops and roots characteristic of the species or variety. All plants must be free of insects, disease, mechanical injuries, and other objectionable features at the time of planting. Shrubs and vines shall be 5-gallon size (minimum) and drought-tolerant species. Ground cover shall be evergreen and colorful, drought -tolerant species and planted

from flats (minimum) at 12" O.C. (maximum) spacing. Ground cover may be a container plant at approved spacing. All landscape areas shall be mulched with a minimum of 2" of composited bark mulch to minimize evapotranspiration.

5.3.13 Root barriers are required for all trees planting within 6 feet of a driveways, public roadways, sidewalks or plaza/courtyard hardscape area to minimize lifting of pavement areas.

5.3.14 Preservation of existing trees is encouraged and a special effort shall be made to preserve and protect existing trees in a healthy condition. Removal of healthy trees, six-feet in height or greater, shall only be done with City approval; additional tree replacement may be required. Agricultural tree rows (wind breaks) shall not be removed unless authorized by the City. Adequate measures shall be taken to mitigate any danger to the preservation or health of the tree rows. If agricultural tree rows are no longer in a healthy condition and cannot be preserved, as determined by a certified arborist, the trees may be removed with written approval from the City. Tree rows authorized for removal shall be replaced and/or additional landscape enhancement shall be provided as approved by the Parks Superintendent.

5.3.15 Water Conservation measures shall be incorporated into the landscape design of the public areas as well as the private developer parcels. Drought tolerant and other low water using plants should be considered. Xeriscape plant material and design may be appropriate for select projects. Use of mowed turf should be kept to a minimum; the *majority of landscape areas should be planted with* □

Temporary directory signs shall be permitted on construction sites, and limited to one (1) for all contractors. The sign shall not exceed thirty-two (32) square feet, unless legally required by government contracts to be larger. The sign shall not exceed eight (8) feet in overall height and shall be located no less than ten (10) feet from any property line. These signs shall be removed upon completion of the project.

5.4.7 Future tenant signs may be placed on vacant or developing property to advertise the future use of the property and where additional information may be obtained. Such signs shall be limited to one per street frontage and to a maximum of thirty-two (32) square feet in area and eight (8) feet in overall height. These signs shall be placed no less than ten (10) feet from the property line. Any such sign shall be removed upon occupancy of the project.

5.4.8 Business Park identification signs may also be installed at key intersections, in landscaped areas within the right-of-way or landscaped street medians. Park identification signs shall be limited to onehundred fifty (150) square feet and not exceed five (5) feet in vertical height, and only identify the overall business park.

5.4.9 City Monument Signage



The Del Norte Boulevard corridor provides an ideal location for a City of Oxnard Entry Monument Sign in the median of Del Norte Boulevard just south of the future Del Norte Boulevard / 101 intersection reconstruction. The City of Oxnard Park's and Facilities Division shall be consulted for review and approval of an Entry Monument Sign in conjunction with the Del Norte Street Design and Construction Level Landscape Plans for that area.

6.0 PURPOSE

The purpose of this section is to provide specific development regulations and standards that will be applied to individual development projects in each Planning Area of the Specific Plan. Upon adoption by the City of Oxnard, the Sakioka Farms Business Park Specific Plan will be the zoning for the project area.

6.1 GENERAL PROVISIONS

The provisions contained herein shall govern the design and development of the Sakioka Farms Business Park Specific Plan area. Standards and/or criteria for development and activities not specifically addressed in this Specific Plan may require referral to the current provisions of the Oxnard Zoning Ordinance and Municipal Code.

Whenever a use has not been specifically listed as being a permitted use in a particular Planning Area of the Specific Plan, it shall be the duty of the ~~Planning Manager~~ *Development Services Director or designee* to determine if the use is consistent with the intent of this Specific Plan and compatible with other permitted uses. In the case of any conflicting provisions, the regulation and policies of the Specific Plan shall prevail. In addition, all projects must comply with the following policies.

6.1.0 POLICIES

6.1.1 Grading Plans shall be approved by both the ~~Planning Manager~~ *Development Services Director or designee* and Director of Public Works, unless there are provisions to the contrary.

6.1.2 All construction shall comply with published, applicable, Federal, State, and Municipal laws, rules, regulations and codes in effect at the time of the work, and the interpretations of the agencies having jurisdiction there of for that period of time.

6.1.3 Construction may commence only after the ~~Planning Manager~~ *Development Services Director or designee* finds that the project is consistent with the regulations, and applicable policies and guidelines of the Specific Plan.

6.1.4 Existing farming and related activities at the time of plan adoption shall be deemed in conformance with the Specific Plan. In addition, all existing facilities are deemed to be in conformance with the Specific Plan.

6.2 DEFINITIONS

For the purposes of the Specific Plan, words, phrases and terms shall have the meanings as defined below. Terms not specifically defined in the Specific Plan shall have the same definition as used in the City of Oxnard Zoning Ordinance at the time of Specific Plan adoption.

When not inconsistent with the context, words used in the present tense include the future tense; words used in the singular number include the plural number; and words of the masculine gender include the feminine and neuter gender. The word "shall" is always mandatory and the word "may" is permissive.

6.2.1 Accessory building. A detached building on the same site as a main building, the use of which is incidental to that of the main building such as a storage shed, etc., and which is used exclusively by the occupants of the main building. May also be referred to as satellite structures.

6.2.2 Antenna, satellite dish. An apparatus capable of receiving communications from a transmitter or transmitter relay.

6.2.3 Architectural projections or appurtenances. Features on buildings which provide visual variation and/or relief but do not serve as interior or exterior living or working space.

6.2.4 Building height. . The vertical dimension measured from the top of the highest roofline to the finished pad elevation shown on the approved grading plan.

6.2.5 Building, main. A building in which the principal use of the lot is conducted.

Development Services Director or designee □

6.2.6 Director. ² ~~Planning Manager~~ for the City of Oxnard.

6.2.7 Entryway. The point of ingress and egress from a public or private street to individual projects may also serve as shared entryway to multiple parcels or projects.

6.2.8 Final approval. Ten (10) days after approval by the discretionary body and no appeal of that decision has been filed.

6.2.9 Grade. The surface of the ground or pavement at a stated location as it exists prior to disturbance in preparation for a project.

6.2.10 Gross floor area. The area included within the surrounding exterior walls of a building.

6.2.11 Line of sight. A visual path emanating from an average eye level adjudged to be five (5) feet above ground level.

6.2.12 Local street. A low-speed, low-volume public thoroughfare used primarily for access to individual properties.

6.2.13 Lot. Any numbered or lettered parcel shown on a recorded tract map, a record of survey pursuant to an approved division of land, or a parcel map. A lot includes any area of land under one ownership abutting upon at least one street, alley, common area lot or recorded easement.

6.2.14 Lot area. See net lot area.

6.2.15 Lot depth. The average horizontal distance between the front and rear property lines, measured in the mean direction of the side property lines.

6.2.16 Lot frontage. The linear length of a lot measured along the property line adjacent to a street or easement.

6.2.17 Lot line. Any line bounding a lot. "Property line" means the same as "lot line."

6.2.18 Lot line, front. On an interior lot, the front lot line is the property line abutting the street. On a corner or reverse corner lot, the front lot line is the shorter property line abutting a street, except in those cases where the subdivision or parcel map specified another line as the front lot line. On a through lot, or a lot with three or more sides abutting a street, or a corner or a reverse corner lot with lot lines of equal length, the ~~Planning Manager~~ *Development Services Director or designee* shall determine which property line shall be the front lot line for the purposes of compliance with yard and setback provisions of this division. On a private street or easement, the front and/or exterior lot line shall be designed as the edge of the easement.

6.2.19 Lot line, interior. A lot line not abutting a street.

6.2.20 Lot line, rear. A lot line not abutting a street which is opposite and most distant from the front lot line; in the case of an irregularly

shaped lot, the rear lot line shall be determined by the ~~Planning Manager~~ *Development Services Director or designee*. A lot which is bounded on all sides by streets may have no rear lot lines.

6.2.21 Lot width. Lot width shall be calculated as indicated for the following types of lots:

(a) Rectangular lot shall be measured along a line equidistant to and twenty (20) feet from the front property line.

(b) Cul-de-sac and knuckle lots shall be measured twenty (20) feet from the front property line along a line perpendicular to the bisector of the front property line.

(c) Cul-de-sac lots siding on another street, or similar properties, shall be measured along a line perpendicular to the interior side property line and twenty (20) feet from the front property line.

6.2.22 Net lot area. The total horizontal area within the property lines of a parcel of land exclusive of all rights-of-way, easements or dedications which physically prohibit the surface use of that portion of the property for other than vehicular ingress and egress, parking, and/or landscaping.

6.2.23 Open space. Any part of a lot or parcel unobstructed from the ground upward, excepting architectural features extending no more than thirty-six (36) inches from the structure. Driveways and other parking areas shall not be considered open space.

6.2.37 Yard. an open, unoccupied space on a lot on which a building is situated and, except where provided in the ordinance code, is completely unobstructed from the ground to the sky.

6.2.38 Yard, front. A yard extending across the full width of the lot between the side lot lines and between the front lot line and either the nearest line of the main building or the nearest line of any enclosed or covered entry. The front lot line shall be deemed to be the existing nearest right-of-way line of the abutting street, road or highway, unless a different right-of-way line for future use shall have been precisely fixed by formal action of the City Council pursuant to law or ordinance.

6.2.39 Yard, rear. A yard extending across the full width of the lot between the side lot lines and measured between the rear lot line and the nearest rear line of the main building or the nearest line of any enclosed or covered entry.

6.2.40 Yard, side. A yard extending from the front yard to the rear yard between the side property line and the nearest line of the main building or any accessory building.

6.3 DEVELOPMENT STANDARDS

The Development Standards shall serve as the mechanism for the implementation of the Sakioka Farms Business Park land uses. The standards set forth in this section will assure that future development within the Specific Plan is implemented in a manner consistent with the intent of the Master Plan. The standards contained herein provide flexible mechanisms to anticipate future needs and achieve compatibility between land uses and the surrounding community. The standards and guidelines are designed to be compatible with the existing land use categories of the City. The primary land uses in the Sakioka Farms Business Park shall be industrial, research and development and office; commercial, ~~residential~~, public and semi-public uses are secondary and may be permitted in certain Planning Areas.

The Development Standards establish an orderly framework of land uses, amenities and building design criteria within the Specific Plan. They are structured to allow a variety of compatible land uses, operations and activities that will create a desirable ~~live-work~~ environment and effect a harmonious relationship with surrounding properties and the community in general.

**PERMITTED USES MATRIX
EXHIBIT 6.1**

PERMITTED USES	PLANNING AREA						
	1	2	3	4	5	6	7
INDUSTRIAL							
MANUFACTURING		○	○	○	○	○	
FABRICATION		○	○	○	○	○	
ASSEMBLY		○	○	○	○	○	
PROCESSING MATERIALS		○	○	○	○	○	
AGRICULTURAL PRODUCE		○	○	○	○	○	
MAINTENANCE AND REPAIR		○	○	○	○	○	
WAREHOUSE AND STORAGE		○	○	○	○	○	
PACKAGING		○	○	○	○	○	
OFFICES (not exceeding 20% of the primary use)		○	○	○	○	○	
BUSINESS AND RESEARCH							
RESEARCH AND DEVELOPMENT	○	○	○	○		○	
LABORATORIES	○	○	○	○		○	
OFFICES	○	○	○	○			○
LIGHT INDUSTRIAL		○	○	○	○	○	
PROFESSIONAL SERVICES	○	○	○	○		○	
PERSONAL SERVICES	○	○	○	○		○	
SUPPORT COMMERCIAL (not exceeding 15% of the primary use)	○	○	○	○			○
COMMERCIAL							
BANKS & FINANCIAL INSTITUTIONS		○	○	○			○
EATING AND DRINKING ESTABLISHMENTS	○	○	○	○			○
RETAIL SALES		○	○	○			○
MAINTENANCE AND REPAIR							○
PERSONAL SERVICES		○	○	○			○
HOTEL, MOTEL AND ANCILLARY RETAIL	○						
AUTOMOBILE SERVICE STATIONS	○						○
HEALTH CLUB / RECREATION	○						
PUBLIC / SEMI PUBLIC							
CONFERENCE FACILITIES	○		○				
DAY CARE FACILITIES	○	○	○	○			
CHURCH/RELIGIOUS FACILITIES	○	○	○	○			
GOVERNMENT FACILITIES		○	○	○			
COMMUNITY PARK FACILITIES		○	○	○			
PUBLIC RECREATION FACILITIES		○	○	○			
COMMUNITY UTILITY FACILITIES					○	○	
Residential			○	○	○		

6.3.8 Landscaping

Project landscaping is intended to enhance, conserve and stabilize property values by encouraging a pleasant and attractive environment. Landscaped areas shall be considered those areas of lawn, trees, planter boxes, shrubs or other plants. Courtyards, plazas, water ponds, fountains, decks, kiosks, walkways and similar areas may be part of the landscaped area. A minimum portion of each project site must be landscaped with a combination of landscape materials and hardscape walkways and plazas, the extent of required landscaping shall be established in each Planning Area.

A landscape plan shall be prepared and submitted with all requests for development. All other setback and parking lot areas fronting on, or visible from, adjacent public streets shall be landscaped and permanently maintained in an attractive manner, consistent with the Landscape Guidelines contained in the Specific Plan and City Standard Landscape Plans.

A minimum five (5) foot wide landscape setback to parking is required at interior property lines.

~~A minimum fifteen (15) foot deep landscape area is required along common property lines separating residential and industrial land uses.~~

Plant materials used for screening purposes shall consist of compact evergreen plants, together with evergreen trees. They shall be of a kind, or used in such a manner, so as to provide an opaque screen within eighteen (18) months after initial installation. This requirement shall

be located on the second parcel developed. ~~adjacent residential and industrial parcels are developed concurrently, the responsibility shall be met by the residential parcel.~~

6.3.9 Parking

Parking requirements have been established for the Specific Plan based on the City of Oxnard's Parking Regulations and Standards Ordinance adopted in October of 1994. Administrative relief from the parking provisions of the Specific Plan may be requested subject to the provisions outlined in the City's Zoning Code (Sec. 36-7.1, 31).

In order to provide suitable off-street parking facilities for various property uses and to ensure the safe movement of traffic on public streets and to protect adjacent properties from adverse impacts; all developments will be required to meet the minimum on-site parking standards outlined in the Specific Plan. On-street parking will not be permitted on any arterial, only on local streets.

Vehicle and bicycle parking facilities shall be provided off-street for any new building constructed, for any new use established and for any change in use in an existing building that would result in additional parking spaces being required.

Standard parking spaces shall be an unobstructed rectangle of not less than nine (9) feet in width by nineteen (19) feet in depth, and shall meet City's stripping standards.

**REQUIRED PARKING MATRIX
EXHIBIT 6.3**

USE	REQUIRED PARKING
INDUSTRIAL	
LIGHT MANUFACTURING	1 sp. / 500 sq. ft. *
HEAVY MANUFACTURING	1 sp. / 500 sq. ft. *
WAREHOUSING (first 20,000 sq. ft.)	1 sp. / 1000 sq. ft. *
WAREHOUSING (second 20,000 sq. ft.)	1 sp. / 2000 sq. ft. *
WAREHOUSING (40,000+ sq. ft.)	1 sp. / 4000 sq. ft. *
BUSINESS AND RESEARCH	
RESEARCH AND DEVELOPMENT	1 sp. / 350 sq. ft. *
OFFICES	1 sp. / 250 sq. ft.
MEDICAL OFFICES	1 sp. / 200 sq. ft.
PROFESSIONAL SERVICES	1 sp. / 250 sq. ft.
COMMERCIAL	
SHOPPING CENTER	1 sp. / 250 sq. ft.
RETAIL GENERAL	1 sp. / 300 sq. ft.
RETAIL NEIGHBORHOOD	1 sp. / 250 sq. ft.
RETAIL FURNITURE / APPLIANCE	1 sp. / 300 sq. ft. (display)
	1 sp. / 800 sq. ft. (warehouse)
AUTO REPAIR / SERVICE	1 sp. / 300 sq. ft. + 3sp / service bay
BANKS / FINANCIAL	1 sp. / 250 sq. ft.
HOTEL / MOTEL	1 sp. / room
RESTAURANT	1 sp. / 75 sq. ft. (first 6,000 sq. ft.)
	1 sp. / 180 sq. ft. (+6,000 sq. ft.)
RESTAURANT (fast food)	1 sp. / 50 sq. ft.
HEALTH CLUB	1 sp. / 200 sq. ft.
PUBLIC / SEMI PUBLIC	
DAY CARE FACILITY	1 sp. / 10 children (must be provided w/ drop-off area)
PUBLIC ASSEMBLY	1 sp. / 35 sq. ft.
RESIDENTIAL <input type="checkbox"/> 1sp / bd + 1/2 guest sp. / du	

* Plus the required parking for gross floor area devoted to other uses

Parking lots need to be designed to City Standards with a minimum 25' wide drive aisles and 48' turning radius

Handicap accessible parking spaces shall be as required by Federal and State laws and codes.

Multiple Uses developed in combination on a site, shall be provide parking for each of the uses according to the schedules given. Uses not listed on the parking schedule shall have the required parking determined by the approval body on the basis of requirements for similar uses, or any appropriate traffic engineering or planning data with recommended minimum requirements.

Shared parking may be permitted for combined office, ~~residential (guest parking only)~~ and commercial uses. A shared parking program may allow for a reduction of code required parking by up to twenty-five (25) percent, based upon a shared parking analysis. Shared off-site parking facilities may also be permitted for adjacent office and industrial uses, and unique uses such as churches or other community facilities.

Phasing required parking may be permitted and installed, as needed, provided sufficient parking for employee projections can be met. The initial phase of required parking shall be a minimum of fifty (50) percent of the required parking. A covenant shall be recorded on the property prior to occupancy to insure provision of all parking as necessary. All areas set aside for future parking facilities shall be landscaped consistent with other on-site landscaping and may not be used for building development or expansion.

Bicycle parking shall be provided as follows:

Shopping Centers	1 sp / 33 autos
Restaurants	5 sp
Banks	2 sp

Office	5 sp
Public Assembly	2 sp

Bicycle racks shall be located in a visible area from the street or building entrance. Safe and convenient access for bicyclists from the external circulation system to on-site buildings or internal streets shall be provided. However, separate bicycle paths shall not be required. Bicycle parking areas must be separated from motor vehicle parking areas by at least a curb barrier in order to prevent vehicles from damaging bicycles.

Motorcycle parking shall be provided in required parking facilities at the rate of one (1) parking space per fifty (50) automobile parking spaces. Motorcycle spaces shall be a minimum of four and one-half (4 1/2) feet in width by seven (7) feet in length.

Loading spaces shall be provided and maintained off-street within the project at the following rate:

Use (gross floor area)	Requirements (# of loading spaces)
Commercial & Industrial	
0-15,000	1
15,001-40,000	2
40,000-90,000	3
90,000-150,000	4
150,000 and over	5
Use (gross floor area)	Requirements (# of loading spaces)
Offices	
0-50,000	1
50,001-100,000	2
100,000 and over	3

Hotels, motels, and restaurants 1



MEMORANDUM

September 27, 2011

TO: Planning Commission

FROM: Brad Windsor, Assistant Fire Chief

SUBJECT: Proposed Fire Station within the Sakioka Specific Plan

The following are provided to the Planning Commission in order to respond to and clarify questions and issues raised at the August 18, 2011 hearing on the proposed Sakioka Farms Business Park Specific Plan and its proposed fire station near Rice Avenue.

The Fire Department prefers that the proposed fire station be completed in the first phase of the development. Response time goals are not being met in the Northeast Community area or citywide. While the Fire Department does not consider this situation to be placing public safety and property at an unacceptable risk, another fire station with equipment and staffing would improve service.

The Fire Department is willing to defer the need for a fully operational fire station until 1.7 million square feet of the 8.5 million square foot project is complete, or 20 percent. The Capital Growth fees from the 1.7 million square feet of development would provide significant funding for the proposed station. The addition of the 1.7 million square feet of development is not an unacceptable risk as most calls for service from new industrial parks are historically false alarms and with few life-safety calls where response time is critical.

The Northeast Community Specific Plan (NESCP) itself did not include a fire station. The NECSP EIR included mitigation PS-1 (Public Safety) that in the body of the EIR stated:

To prevent unreasonable levels of risk, a fire station in the vicinity of Rice Road and Highway 101 should be in place before 50% of the Specific Plan is implemented. Two additional fire inspectors also will be needed at that time.

In the same EIR where all mitigations were re-listed as the Mitigation Monitoring Plan, the word "should" is replaced with "shall." The City's interpretation of this internal inconsistency is that the fire station was not required by the NECSP EIR.

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 BUSINESS PARK 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 6th day of October, 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 special 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

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.*

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.

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 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 I (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-to-day 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, PM₁₀, 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 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 on 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			
<p>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.</p>	<p>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.</p>	<p>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.</p>	<p>City of Oxnard Planning Division and Engineering Services Division.</p>
<p>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</p>	<p>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</p>	<p>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</p>	<p>City of Oxnard Planning Division and Engineering Services Division.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>than three feet. If materials are encountered, construction activities shall be halted immediately so as to not disturb the remains and the Developer shall notify the City for further consultation.</p>	<p>certificate(s) of occupancy signature.</p>	
LAND USE AND PLANNING			
<p>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.</p>	<p>If determined to be required, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Project applicant.</p>	<p>Prior to adoption of the Project Specific Plan and Final EIR.</p>	<p>City of Oxnard Planning Division</p>
AGRICULTURAL RESOURCES			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>			
<p>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.</p>	<p>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.</p>	<p>At least 30 days prior to issuance of grading permits for the area subject to the mitigation.</p>	<p>City of Oxnard Planning Division</p>
<p>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.</p>	<p>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.</p>	<p>Prior to approval of grading permits</p>	<p>City of Oxnard Planning Division, Engineering Services, or Public Works depending on the type of permit.</p>
<p>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</p>	<p>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</p>	<p>Pamphlet prepared prior to final approval of the first subdivision tract map and available to all subsequent property owners,</p>	<p>City of Oxnard Planning Division with the invited review by the Office of the Ventura County Agricultural Commissioner.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>new building occupants within the proposed 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.</p>	<p>developers, and agents.</p>	
BIOLOGICAL RESOURCES			
<p>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.</p>	<p>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.</p>	<p>Prior to issuance of grading permits unless the entire grading area was in active agriculture production within the previous 30 days.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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,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.</p>	<p>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 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.</p>	<p>Prior to processing the initial tract map 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.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>
<p>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</p>	<p>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</p>	<p>Prior to processing the initial tract map for a planning area containing potentially jurisdictional</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>

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
<p>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):</p> <ul style="list-style-type: none"> • Clean Water Act Section 404 Permit from the Corps, • Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG, <ul style="list-style-type: none"> • Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB. <p>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.</p>	<p>drainage feature is not regulated or provision of the approved Mitigation Plan, the Clean Water Act Section 404 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.</p>	<p>irrigation drainage features, or, as an alternative, a verification document for the entire Specific Plan area acceptable to the Director of Public Works.</p>	

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p> <p>-- or --</p> <p>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.</p>	<p>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 project files.</p>	<p>Prior to processing the initial tract map 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.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>
<p>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.</p>	<p>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.</p>	<p>Prior to issuance of grading permits and/or planning permits, whichever occur first, within each planning area in Planning Area 1.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>
<p>GEOLOGY AND SOILS</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>F-1 This is an adaptive management mitigation measure. <i>Conduct Geotechnical Investigations and Adhere to Recommendations:</i> 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>	<p>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 application process.</p>	<p>Prior to issuance of grading, and/or building permits.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, or Public Works depending on type of grading permit.</p>
<p>HAZARDS AND HAZARDOUS MATERIALS</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>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.</p>	<p>Prior to issuance of grading and demolition permits and during demolition</p>	<p>City of Oxnard Engineering Services Division</p>
<p>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.</p>	<p>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.</p>	<p>Prior to issuance of grading and demolition permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>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.</p>	<p>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.</p>	<p>Prior to issuance of grading and demolition permits</p>	<p>City of Oxnard Engineering Services Division</p>
<p>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</p>	<p>Project developer shall provide reports of site sampling to the City for review and any remediation efforts should they be</p>	<p>Prior to issuance of grading and demolition permits</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
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.	required demonstrating that all hazardous materials have been appropriately abated.		
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
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	Project developer shall provide copies of the applicable grading and construction plans demonstrating compliance with the ACLUP and evidence of	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
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.	appropriate avigation easements to the City for review and approval.		
TRANSPORTATION/TRAFFIC			
<p>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.</p>			
<i>Phase 1 (2010)</i>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-1 <i>Rose Avenue & Gonzales Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-2 <i>Rose Avenue & Camino Del Sol:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-3 <i>Rice Avenue & Fifth Street:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-4 <i>Del Norte Boulevard & Ventura Freeway NB Ramps:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to recordation of the final map or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-5 <i>Del Norte Boulevard & Ventura Freeway SB Ramps:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>Phase 2 (2015)</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-6 <i>Ventura Road & Wooley Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-7 <i>Oxnard Boulevard & Gonzales Road:</i> 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</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-8 <i>Rose Avenue & Gonzales Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer..</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-9 <i>Rose Avenue & Fifth Street:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-10 <i>Rice Avenue & Fifth Street:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-11 <i>Rice Avenue & Channel Islands Boulevard:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-12 <i>Del Norte Boulevard & Ventura Freeway NB Ramps:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-13 <i>Del Norte Boulevard & Ventura Freeway SB Ramps:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-14 <i>Oxnard Boulevard & Vineyard Avenue:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>Phase 3 (2020)</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-15 <i>Oxnard Boulevard & Vineyard Avenue:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-16 <i>Rose Avenue & Gonzales Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-17 <i>Rose Avenue & Fifth Street:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-18 <i>Rice Avenue & Fifth Street:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-19 <i>Rice Avenue & Wooley Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-20 <i>Ventura Road & Wooley Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-21 <i>Rose Avenue & Camino Del Sol:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-22 <i>Del Norte Blvd & Fifth Street:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City.</p>	<p>City of Oxnard Engineering Services Division</p>
<p>Phase 4 (2025)</p>			
<p>I-23 <i>Ventura Road & Gonzales Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-24 <i>Ventura Road & Wooley Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-25 <i>Rose Avenue & Camino Del Sol:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-26 <i>Rose Avenue & Fifth Street:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-27 <i>Rose Avenue & Channel Islands Boulevard:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-28 <i>Rose Avenue & Bard Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>I-29 <i>Rice Avenue & Camino Del Sol:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-30 <i>Rose Avenue & Wooley Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-31 <i>Rose Avenue & Pleasant Valley Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>I-32 <i>SR-1/Rice NB & Pleasant Valley Road:</i> 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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<p>Year 2030</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
<i>Ventura Freeway</i>			
<p>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.</p>	<p>The Project developer shall pay applicable City and County traffic impact fees in the amount agreed to by the City and Developer.</p>	<p>Prior to issuance of building permits or as otherwise agreed upon with the City</p>	<p>City of Oxnard Engineering Services Division</p>
AIR QUALITY			
<p>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.</p>			
<i>Construction</i>			
<p>J-1 This is an adaptive management mitigation measure.</p>	<p>Measures shall be included in</p>	<p>Prior to issuance of</p>	<p>City of Oxnard Planning Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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:</p> <ul style="list-style-type: none"> • 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 	<p>construction documents and implemented during grading and construction.</p>	<p>grading permits and during grading and construction</p>	<p>and Engineering Services Division (building inspectors)</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>fugitive dust offsite.</p> <ul style="list-style-type: none"> • 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 in 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. 			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<ul style="list-style-type: none"> 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. 			
<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>Measures shall be included in construction documents and implemented during grading and construction.</p>	<p>Prior to issuance of grading permits and during grading and construction</p>	<p>City of Oxnard Planning Division and Engineering Services Division (building inspectors)</p>
Operations			
<p>J-3 This is an adaptive management mitigation measure. The Project developer shall include in construction and</p>	<p>The development review process will condition planning and/or</p>	<p>Prior to recording of Final Map of first</p>	<p>City of Oxnard Planning Division and Engineering Services</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>building management contracts one or more of the following requirements or other measures shown to be equally effective:</p> <ul style="list-style-type: none"> • 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. 	<p>discretionary building projects with these or similar requirements.</p>	<p>subdivision action.</p>	<p>Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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</p>	<p>The Project developer will prepare a Project-wide TDM program document for City review and approval.</p>	<p>Within one year of the recordation of the first Final Tract Map and implemented on a phase by phase basis thereafter.</p>	<p>City of Oxnard Planning Division with invited cooperation by Gold Coast Transit.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>traffic-related mitigations. The TDM may be implemented on a phase-by-phase basis.</p>			
<p>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.</p>	<p>The Specific Plan will be amended with this or similar language in an appropriate section.</p>	<p>Prior to recording of Final Map of first subdivision action.</p>	<p>City of Oxnard Planning Division and Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>The Project developer(s) shall provide payment as agreed between the developer(s) and the City.</p>	<p>Prior to issuance of applicable building permits to which the buy down mitigation applies</p>	<p>City of Oxnard Engineering Services Division</p>
NOISE			
<p>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.</p>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
POPULATION AND HOUSING			
<p>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.</p>	<p>The development review process for any housing will check for consistency with the Specific Plan and this mitigation.</p>	<p>Prior to approval of the applicable planning permit for housing.</p>	<p>City of Oxnard Planning Division in conjunction with the Oxnard Housing Department.</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
PUBLIC SERVICES			
<i>Fire Station</i>			
<p>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.</p>	<p>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.</p>	<p>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.</p>	<p>City of Oxnard Planning Division</p>
<i>Police – Construction</i>			
<p>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.</p>	<p>Project developer shall obtain a temporary use permit and/or fence permit.</p>	<p>Prior to issuance of building permit</p>	<p>City of Oxnard Engineering Services Division or Public Works Department, depending on type of permit.</p>
<i>Police – Operation</i>			
<p>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.</p>	<p>The development review process incorporates these topics.</p>	<p>Prior to approval of building permits</p>	<p>City of Oxnard Planning Division and/or Engineering Services Division</p>
<i>Schools</i>			

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>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.</p>	<p>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.</p>	<p>Prior to recording of first Final Map</p>	<p>City of Oxnard Planning Division</p>
<p>UTILITIES</p>			
<p><i>Water</i></p>			
<p>N-1 The on-site domestic water system shall include the following:</p> <ul style="list-style-type: none"> • 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.” 	<p>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.</p>	<p>Prior to issuance of building permits.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<ul style="list-style-type: none"> 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. 			
<p>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.</p> <ul style="list-style-type: none"> 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 	<p>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.</p> <p>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.</p>	<p>Prior to issuance of building permits.</p>	<p>City of Oxnard Planning Division, Engineering Services Division, and the Public Works Department</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
<p>constructed.</p> <ul style="list-style-type: none"> 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. 			
<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p>	<p>Prior to issuance of final building permits and prior to certificates of occupancy</p>	<p>City of Oxnard Planning Division and Engineering Services Division</p>
<p>N-4 This is an adaptive management mitigation measure. The Project developer shall, to the extent feasible, use</p>	<p>Project developer(s) shall provide construction plans showing</p>	<p>Prior to approval of final building</p>	<p>City of Oxnard Planning Division and Engineering Services</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
reclaimed 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.	Division
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	Prior to recording of first Final Map	City of Oxnard Planning Division City of Oxnard Engineering

Mitigation Measure	Action Required	Timing	Enforcement Agency
	design.	Prior to approval of final building permits and prior to certificates of occupancy	Services Division
<p>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.</p>	Project developer(s) shall provide construction plans showing the landscape irrigation design.	Prior to approval of building permits	City of Oxnard Engineering Services Division
<p>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.</p>	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
<p>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</p>	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	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
<p>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:</p> <p>N-12.1 The Project developer shall provide to the City additional water rights of at least the shortage amount.</p> <p>N-12.2 The Project developer shall provide to the City water supplies equal to the shortage amount until City supply is adequate.</p> <p>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.</p> <p>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.</p> <p>N-12.5 The Project developer shall participation in other similar programs with cumulatively result in an adequate water supply contribution.</p>	<p>reviews of the master subdivision maps of each Planning Area unless an alternative approach is agreed to in a Development Agreement.</p>		
<p>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</p>	<p>Project developer shall in a manner as agreed to in the development agreement provide applicable payment and/or participate in an assessment</p>	<p>Prior to recordation of the final tract map or as otherwise required if an assessment district is</p>	<p>City of Oxnard Engineering Services Division</p>

Mitigation Measure	Action Required	Timing	Enforcement Agency
required by mitigation, or pay applicable connection fees to connect to the City's recycled water line when requested.	district.	formed.	
<p>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.</p>			

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 6th day of October, 2011 by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Patrick Mullin, Chairperson

ATTEST:
Susan L. Martin, Secretary

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 6th day of October, 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 (September 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