Planning Division

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Christopher Williamson, AICP, Principal Planner

DATE: October 7, 2010

SUBJECT: Draft Environmental Impact Report (EIR 06-01) for the Sakioka Farms Specific Plan (SCH No. 2002071070)

1) **Recommendation:** That the Planning Commission hold a public hearing and provide and take public comments on the Draft Environmental Impact Report (EIR) for the proposed Sakioka Farms Specific Plan.

2) **Project Description and Applicant:** The Draft EIR was prepared for Planning and Zoning Permit Nos. 02-640-01 (Specific Plan), 02-570-04 (Zone Change), and 02-670-03 (Development Agreement) and was released for public review between September 7 and October 22, 2010. The proposed Sakioka Farms Specific Plan provides the framework, guidelines, standards, and regulations for orderly, phased, market-responsive development of master planned business research, office, commercial, and industrial uses of up to 8.5 million square feet. Up to 900 residential units with a park and neighborhood retail are an optional use in the center/west area. A fire station, streets, utilities, and other customary supporting development and landscaping would be developed under appropriate current and future regulations and subsequent environmental review. The intensity and types of development may shift from one Planning Area to another and the overall development would be regulated by a trip generation budget that maintains Level of Service 'C' at all intersections unless otherwise specifically excepted by the Oxnard City Council. The Applicant is Sakioka Farms, 3183-A Airway Avenue, #2, Costa Mesa, California 92626.

3) **Existing Land Use:** The project site is located at 2190 and 1400 N. Rice Avenue. The site is a 430-acre rectangular area immediately south of Highway 101 (Ventura Freeway) between Rice Avenue to approximately 700 feet east of Del Norte Boulevard, extending south approximately 3,500 feet to the north boundary of the Procter and Gamble facility. (Assessor Parcel Numbers 216-003-007/-010/-014/-015).

4) **Planning Context:** The 2020 General Plan requires that the Sakioka Farms area develop a specific plan prior to any development. There is no development proposed at this time, just the adoption of the specific plan and a development agreement. The Sakioka Farms Specific Plan

site is designated in the 2020 General Plan for Business and Research Park (north-most third of the site) and Light Industrial uses (middle and south-most third of the site). The proposed specific plan allows for both uses in the middle third of the site, but is otherwise consistent with the 2020 General Plan and Draft 2030 General Plan. A more detailed description is in the attached Introduction/Summary (Attachment A) and within Chapter III of the previously released Sakioka Farms EIR document.

5) **Environmental Issues:** The Draft EIR was prepared to address the potential environmental effects of the proposed specific plan. The Draft EIR examined all but two environmental topics: Cultural Resources and Mineral Resources. Attachment 1 lists all impacts, mitigation measures, and results after mitigation. The Draft EIR found four areas where impacts would remain significant after feasible mitigations: 1) loss of prime agricultural land, 2) attainment of air quality standards for the basin, 3) greenhouse gas emissions, and 4) cumulative traffic level of service at five designated intersections. These are the same topics that the certified 2030 General Plan Program EIR found significant and unavoidable on a citywide basis. The certified 2030 General Plan Program EIR is incorporated by reference and this plan-level Draft EIR tiers off of the 2030 General Plan Program.

The Draft EIR presented four alternatives to the project. Alternative 1 is the required No Project alternative in which the project site would continue in agricultural production with the potential for future development. Alternative 2 substitutes 900 housing units for light industrial uses. Alternative 3 reduces the overall size of the project and includes the housing. Finally, Alternative 4 outlines a "green" sustainable project with ideas that may not yet be feasible and/or put the project at a competitive disadvantage compared to the relatively high vacancies in commercial and industrial buildings. Given the significant lead time required for major site utility and road improvements and the anticipated 10 to 15 years to build out the project, many green and sustainable practices outlined in Alternative 4 are likely to be required under future Building Code and/or State and City requirements which would apply to the project as it incrementally develops in response to market demand.

After the comment period ends, a Final EIR will be prepared for certification that will include responses to all comments.

Attachment:

A. Introduction/Summary

Prepared by: CW
CW

Approved by: SM
SM

ATTACHMENT 1

EXECUTIVE SUMMARY

DEIR SECTION I WITH IMPACTS AND MITIGATIONS TABLE AND 10-PG SPECIFIC PLAN MASTER PLAN CONCEPT EXCERPT

DRAFT ENVIRONMENTAL IMPACT REPORT

Sakioka Farms Specific Plan

SCH# 2002071070

Prepared for:
City of Oxnard
Planning Division

Prepared By:
CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

September 2010

I. INTRODUCTION/SUMMARY

A. INTRODUCTION

The purpose of this Environmental Impact Report (EIR) is to inform decision-makers and the general public of the potential environmental impacts resulting from the Sakioka Farms Specific Plan Project (the "proposed Project"). The Project applicant is Sakioka Farms, located at 3183-A Airway Avenue, Suite 2, Costa Mesa, California 92626-4611 (the "Applicant"). A detailed description of the proposed Project is contained in Section II, Project Description, of this Draft EIR.

The proposed Project will require approval of discretionary and legislative actions by the City of Oxnard and other governmental agencies. Therefore, the proposed Project is subject to environmental review requirements under the California Environmental Quality Act (CEQA). For purposes of complying with CEQA, the City of Oxnard, 305 West Third Street, Oxnard, California 93030 (the "City") is identified as the lead agency for the proposed Project.

As described in Section 15121(a) and 15362 of the State CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a Project, identify possible ways to minimize any significant effects, and describe reasonable Project alternatives. Therefore, the purpose of this EIR is to focus the discussion on the Project's potential environment effects which the lead agency has determined to be, or may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid significant environmental impacts.

This EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines which defines the standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

Notice of Preparation

Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. 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. Refer to Appendix A to this Draft EIR for copies of the NOPs and written comments submitted to the Oxnard Planning Department in response to the NOPs.

Environmental Issues

In conjunction with the NOPs, an Initial Study was prepared for the proposed Project and is included in Appendix A. The purposes of the Initial Study, as set forth in Section 15063(c)(3) of the State CEQA Guidelines, are to assist the preparation of the EIR by: (A) focusing the EIR on the effects determined to be significant; (B) identifying the effects determined not to be significant; (C) explaining the reasons for determining that potentially significant effects would not be significant; and (D) identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the proposed Project's environmental effects. Based on the analysis contained in the Initial Study, the lead agency determined that the proposed Project would not have the potential to result in environmental impacts with respect to the following issues identified in Appendix G to the State CEQA Guidelines and the L.A. CEQA Thresholds Guide:

- Cultural Resources
- Mineral Resources

These two issues are not examined in this Draft EIR. The reasons for this determination are summarized in Section IV.A, Impacts Found to be Less than Significant.

Based on a review of environmental issues by the lead agency, the Initial Study, the responses to the NOP, and the input received at the public scoping meeting, this Draft EIR analyzes the following environmental issues:

- Land Use and Planning
- Agricultural Resources
- Aesthetics
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation and Traffic
- Air Quality and Greenhouse Gases
- Noise

- Population and Housing
- Public Services
  - Fire
  - Police
  - Schools
  - Parks
  - Libraries
- Utilities
  - Water Supply
  - Wastewater
  - Solid Waste
  - Energy

Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a minimum period of 45 days. After completion of the public review period, a Final EIR will be prepared that responds to comments on the Draft EIR submitted during the review period and modifies the Draft EIR, as required. Public hearings on the Project will be held after completion of the Final EIR. The City will make the Final EIR available to agencies and the public prior to considering certification of the EIR. Notice of the time and location will be published prior to the public hearing date. All comments or questions regarding the Draft EIR should be addressed to:

Dr. Chris Williamson, AICP, Principal Planner
City of Oxnard Planning Division
214 South 'C' Street
Oxnard, California 93030
Fax: (805) 385-7417
Email: chris.williamson@ci.oxnard.ca.us

Organization of the Draft EIR

The Draft EIR is organized into seven sections as follows:

Section I. Introduction/Summary: This section provides an introduction to the environmental review process and a summary of the Project description, alternatives, environmental impacts, and mitigation measures.

Section II. Environmental Setting: An overview of the environmental setting of the Project is provided including a description of existing and surrounding land uses, and a list of related Projects.

Section III. Project Description: A complete description of the Project including Project location, Project site characteristics, Project characteristics, Project objectives, and required discretionary actions is presented.

Section IV. Environmental Impact Analysis: The Environmental Impact Analysis section is the primary focus of this Draft EIR. Each environmental issue contains a discussion of existing conditions, an assessment and discussion of the significance of impacts associated with the Project, mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Section V. General Impact Categories: This section provides a summary of significant unavoidable impacts and a discussion of potential growth inducing impacts resulting from the Project.

Section VI. Alternatives to the Proposed Project: This section includes an analysis of a reasonable range of alternatives to the proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the proposed Project and alternatives that would avoid or substantially lessen any of the significant effects of the proposed Project.

Section VII. Preparers of the EIR and Persons Consulted: This section presents a list of City, County of Los Angeles, and other agencies and consultant team members that contributed to the preparation of this Draft EIR.

B. PROJECT DESCRIPTION

Specific Plan and Land Use Concept

The Sakioka Farms Business Park Specific Plan (Specific Plan, Project) envisions the phased development of a master planned industrial/business park. The Specific Plan establishes the general type, location, parameters and character of land uses and development within the Project site boundaries, while allowing for flexible design of subsequent individual Projects that are consistent with the overall Specific Plan. The development concept recognizes that the area would be developed in phases over an extended period of time and allow a variety of uses in response to market conditions.

The Specific Plan divides the site into seven planning areas. The purpose of these planning areas is to create distinct clusters of activity and to allow for individual development to occur in a manner consistent with the overall Specific Plan. These planning areas are based on Section 4 of the May 2009 Draft

Specific Plan, which is included in its entirety as Appendix D to this Draft EIR. The size of the Project site is approximately 430 acres.[1]

Five primary land uses are identified in the land use plan: business research, office, industrial, commercial, and optional residential. In addition, the project site includes an approximately 1.5 acre site for a future fire station, and if residential uses are included, a park site. The land use areas are described below.

Planning Area 1 is the highest profile area of the Specific Plan site as it is located adjacent to the Ventura (101) Freeway. Defined by an eastward extension of Gonzales Road, this area is planned to accommodate high profile freeway-oriented office and commercial development. This area consists of approximately 80 acres and. Planning Area 1 would establish the primary design image for the Specific Plan area.

Planning Area 2 fronts Rice Avenue and would provide opportunities for new office, optional residential, business research, and industrial uses. The area covers approximately 35 acres and would maintain the design theme established in Planning Area 1.

Planning Area 3 is the 77-acre central portion of the Project site and is planned to accommodate a range of development options. One option includes a high intensity core with larger office buildings, optional residential uses and integrated community facilities, and commercial uses. This area could also become a continuation of the industrial development to the south (Area 5) or Area 1 uses.

Planning Area 4 is a 30-acre area located along Del Norte Boulevard. This area may develop in a pattern similar to Planning Area 2, with an emphasis on new office, optional residential and business research uses. This area may also develop in a manner similar to other industrial areas to the south and cater to smaller industrial projects.

Planning Area 5 is designated as the primary light industrial area of the Specific Plan. This area consists of 116 acres and is planned to accommodate major industrial tenants and/or agricultural processing uses. It is adjacent to existing light industrial uses and the large Proctor and Gamble facility.

Planning Area 6 is a 36-acre area located east of Del Norte Boulevard. This area may be developed in a number of different ways depending on market conditions and may include a combination of light industrial and research development uses.

Planning Area 7 is a 14-acre area located at the northeastern corner of the Specific Pan. Although the smallest of the planning areas, it may become one of the highest profile areas and is situated for office and

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[1] *The Project site is approximately 430 acres, including streets and rights-of-way. Without the planned streets and rights-of-way, the Project site is approximately 422.5 acres.*

convenience commercial uses. A portion of this area is likely to be utilized for the planned reconstruction of the Del Norte Boulevard/Ventura Freeway interchange.

C. PROJECT OBJECTIVES

The objectives of the proposed Project are as follows:

- Implement the goals and policies of the 2020 Oxnard General Plan by defining the physical development of the Sakioka Farms Business Park site, or the 2030 General Plan if adopted prior to action on the Project.
- Provide the framework and guidelines for a phased well-planned business park development and achieve a high level of quality design.
- Provide flexible business options – including a mix of business research, professional office, light industrial, and commercial – appropriate for regional freeway-adjacent uses and responsive to market conditions.
- Enhance the existing job base in the City of Oxnard through the creation of a broad range of employment and career opportunities.
- Allow the option of affordable housing and workforce housing to be developed in close proximity to employment centers.
- Allow continued agricultural cultivation throughout the buildout of the Project.
- Other objectives listed in the Draft Specific Plan.

The objectives of the Project, as set forth by the City of Oxnard, are as follows:

- To allow for innovative, feasible, flexible features that assist the City in implementing relevant 2020 (or 2030) General Plan and related environmental, economic development, and planning goals, policies, and programs.

D. AREAS OF CONTROVERSY

Concerns raised in letters submitted to the City in response to the NOP included agricultural resources, air quality, cultural resources, hazards and hazardous materials, land use and planning, noise, schools, traffic, and utilities (water supply). The letters submitted in response to the NOP are contained in Appendix A to this Draft EIR.

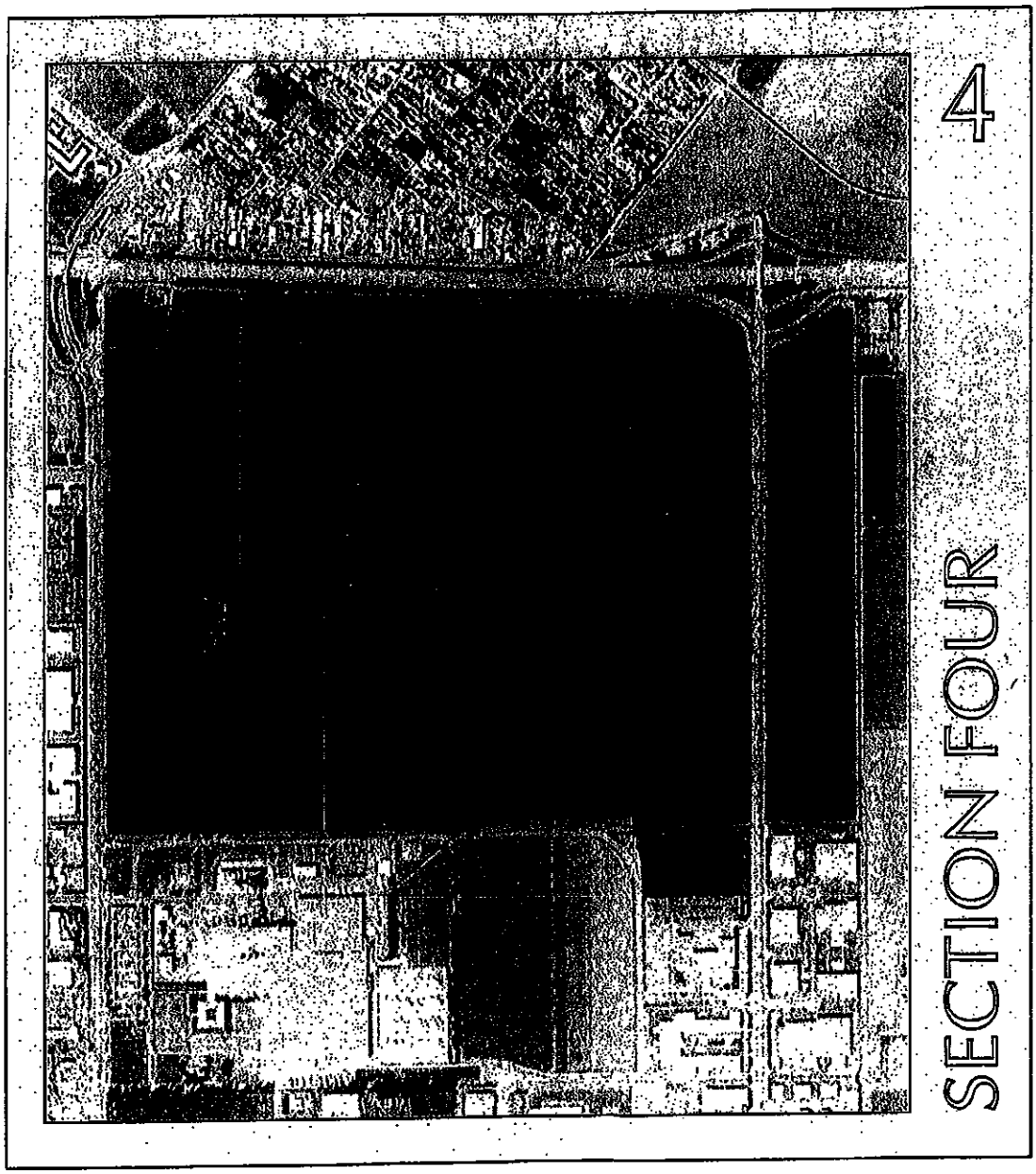
E. ALTERNATIVES

In order to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines, this Draft EIR considers a range of alternatives to the proposed Project. The Draft EIR analyzes the following alternatives:

- Alternative 1: No Project (Remains Agriculture)
- Alternative 2: Housing Substitution
- Alternative 3: Reduced Project with Housing
- Alternative 4: "Green" Sustainable Design

F. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table I-1 summarizes the various environmental impacts associated with construction and operation of the proposed Project. Mitigation measures are recommended for significant environmental impacts, and the level of impact significance after mitigation is also identified. The environmental impacts included in Table I-1 are analyzed in detail throughout Section IV (Environmental Impact Analysis) of this Draft EIR.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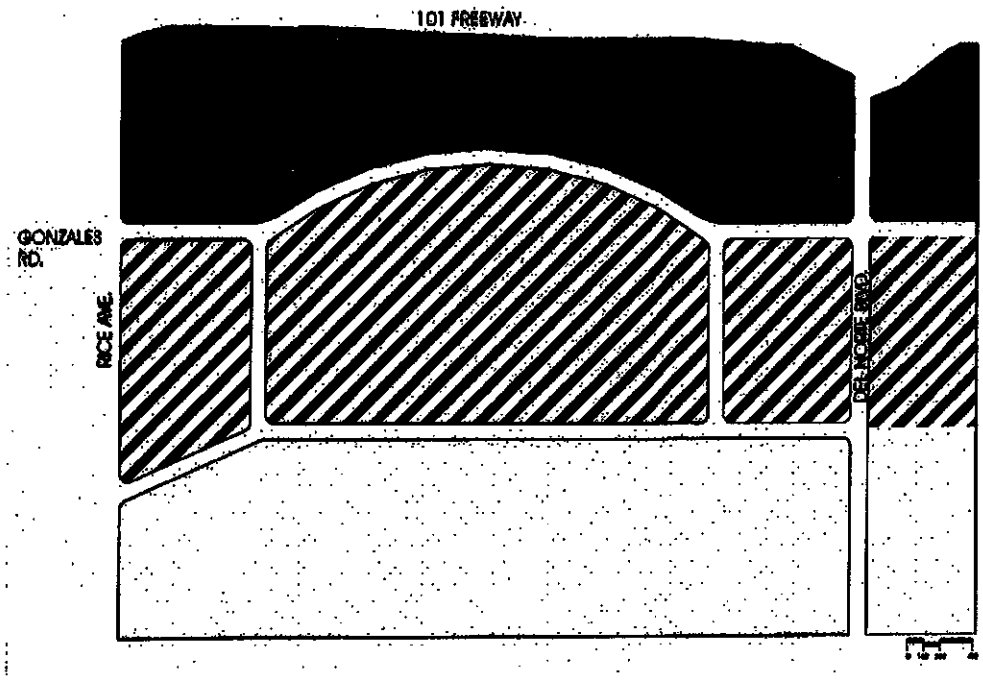


	NET ACRES	F.A.R.	APPROX. SQ. FT. (MIL) BRP	LT. IND	TOTAL
BUSINESS RESEARCH	94	0.5	1.4	-	1.4
BUSINESS RESEARCH/LIGHT INDUSTRIAL	190	0.5	1.6	2.4	4.0
LIGHT INDUSTRIAL	134	0.5	-	3.1	3.1
	500*	—	3.0	5.5	8.5

*Estimated total net developable area

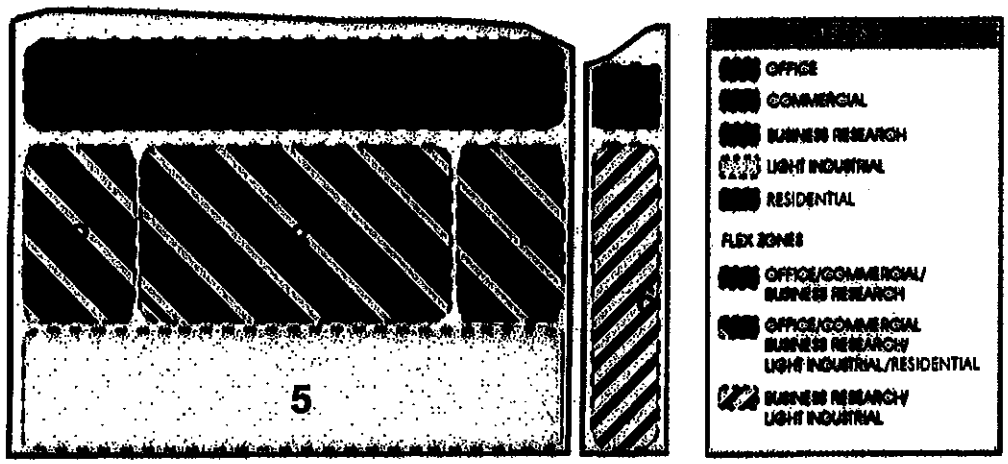
FLEX LAND USE PLAN
EXHIBIT 4.1

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 industrial, business research facilities and residential.

MASTER PLAN CONCEPT



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, five 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.

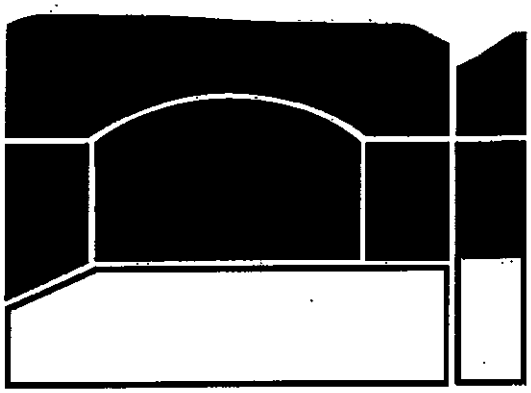
MASTER PLAN CONCEPT

LAND USE SUMMARY
EXHIBIT 4.3

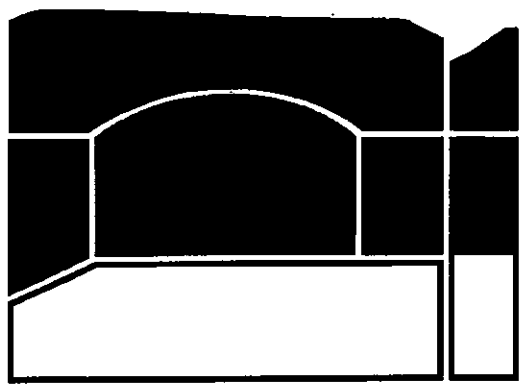
BUSINESS RESEARCH		OFFICE		INDUSTRIAL		COMMERCIAL		TOTAL	
SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC	SQ. FT.	AC
2.5 million	254	0.4 million	254	5.5 million	294	0.1 million	171	8.5 million	368*

*Estimated total net developable area

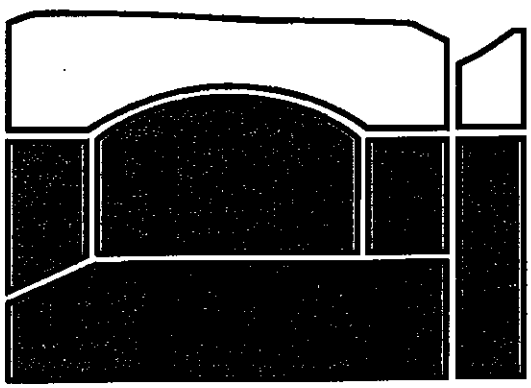
LAND USE AREA MAPS
EXHIBIT 4.4



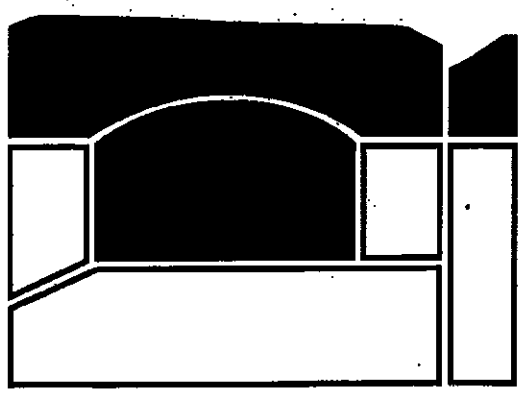
BUSINESS RESEARCH



OFFICE



INDUSTRIAL



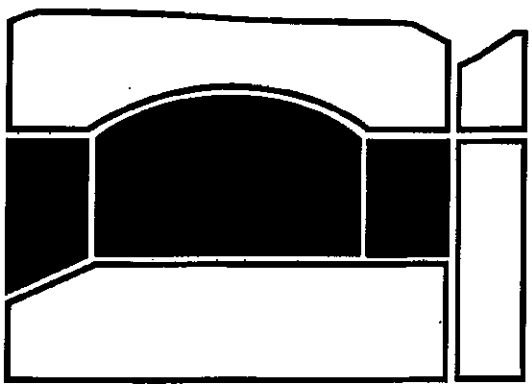
COMMERCIAL

MASTER PLAN CONCEPT

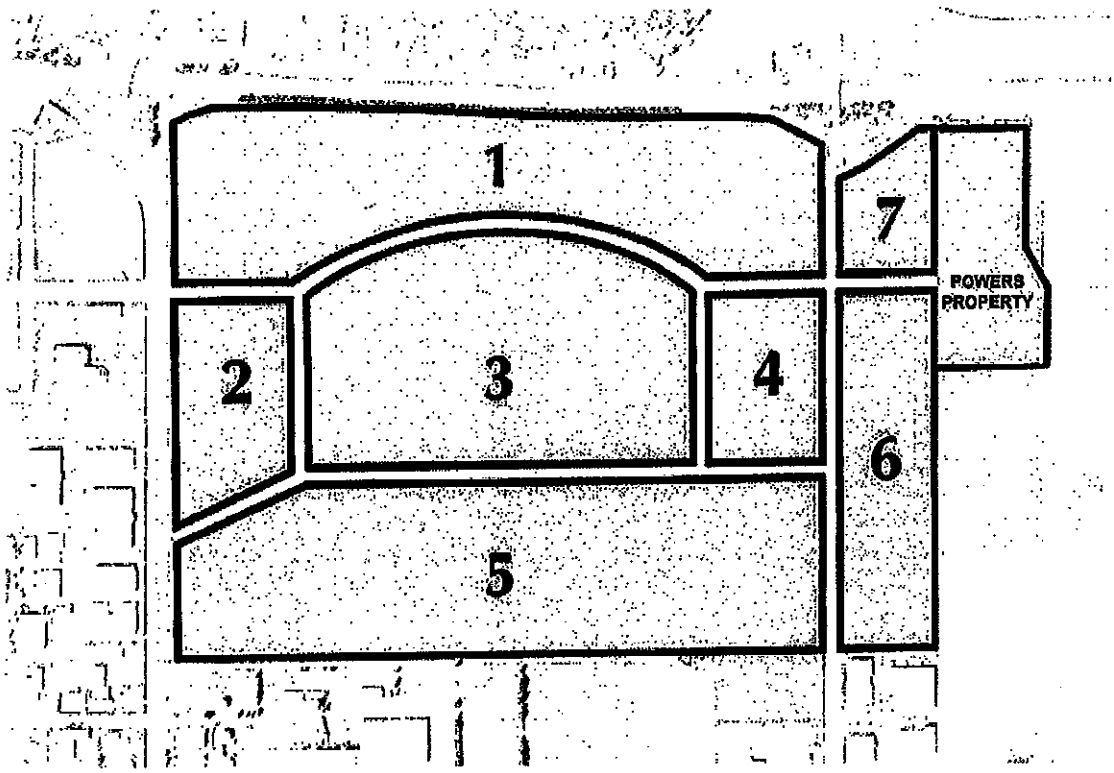
LAND USE SUMMARY
EXHIBIT 4.3 cont.

RESIDENTIAL	
D.U.	AC
890	142

LAND USE AREA MAPS
EXHIBIT 4.4 cont.



RESIDENTIAL



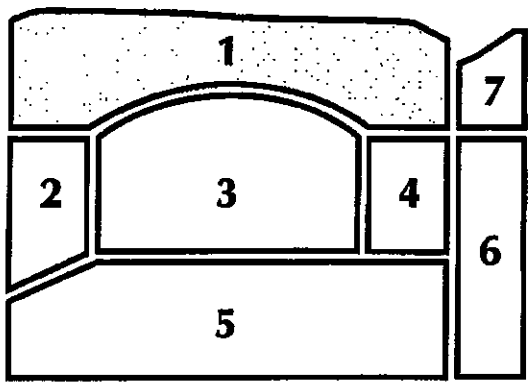
SPECIFIC PLAN PLANNING AREAS
EXHIBIT 4.5

4.1 PLANNING AREAS

The Specific Plan divides the site into seven Planning Areas. The purpose of identifying separate Planning Areas is to create distinct clusters of activities and allow for individual project development to occur in a manner consistent with the overall Master Plan Concept. This approach recognizes development phasing patterns, market conditions and establishes sufficient flexibility to provide for the opportunity of a variety of activities within each Planning Area.

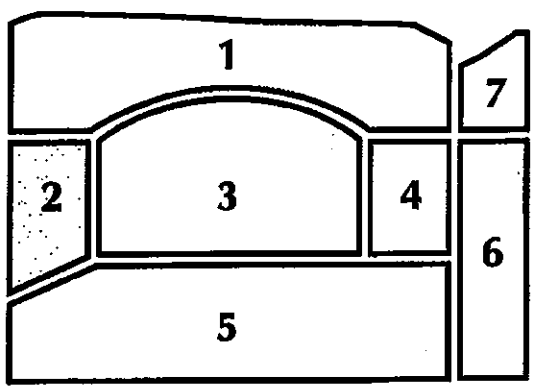
The Planning Areas are the logical result of the Circulation Plan and adjacent land use and development patterns. Ultimate development of the site will be controlled to a great extent by the amount of anticipated vehicular traffic created by the proposed activities. The Specific Plan area can accommodate a total development of 8,500,000 square feet, or as limited by the proposed circulation improvements and accounted for through a "Trip Generation Budget" (Exhibit 4.10).

MASTER PLAN CONCEPT



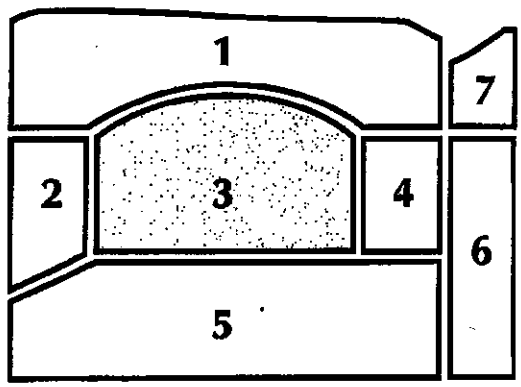
AREA 1

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.



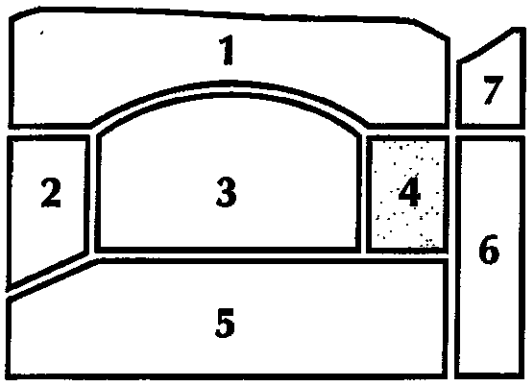
AREA 2

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.



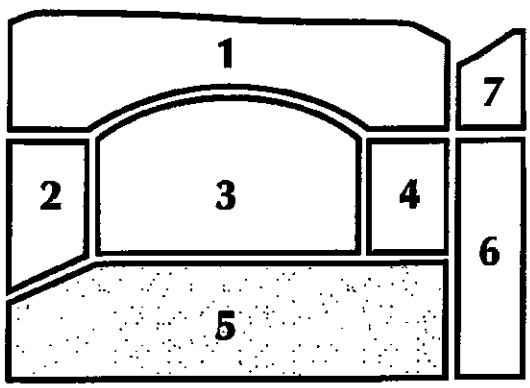
AREA 3

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.



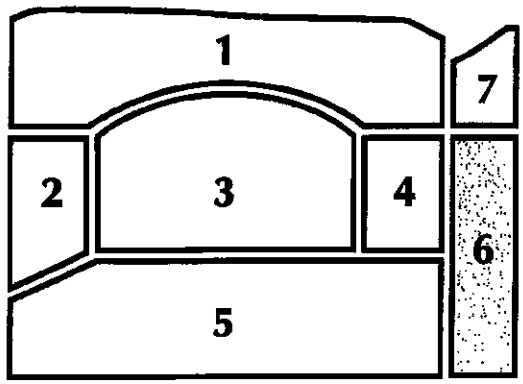
AREA 4

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.



AREA 5

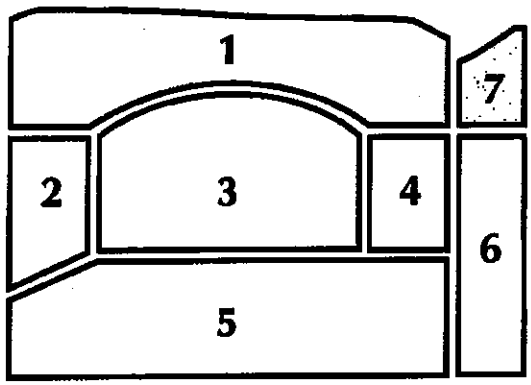
PLANNING AREA 5 is designated as the primary light industrial site. This area will cater to major industrial tenants desiring to relocate to the Oxnard area. Area 5 consists of 116 acres and will accommodate new industrial development that will maintain and reinforce the Master Plan concept for the Specific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

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.

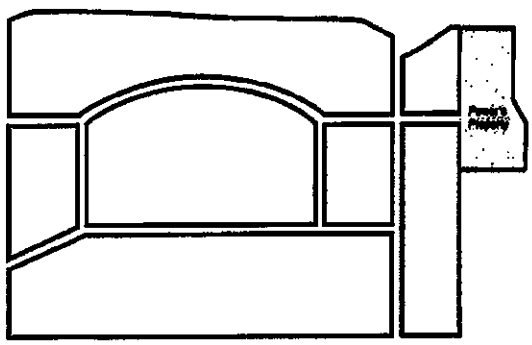


AREA 7

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

MASTER PLAN CONCEPT

ALLOWED LAND USE BY SUB AREA
EXHIBIT 4.6

LAND USE	SUB AREA 1	2	3	4	5	6	7
INDUSTRIAL		●	●	●	●	●	
BUSINESS/RESEARCH	●	●	●	●		●	●
COMMERCIAL	●		●				●
OFFICE	●	●	●	●			●
RESIDENTIAL		●	●	●			
PARK		●	●	●			
PUBLIC FACILITY/FIRE STATION		●	●				
AGRICULTURE	●	●	●	●	●	●	●
TOTAL NET ACRES *	80	35	77	30	116	36	14

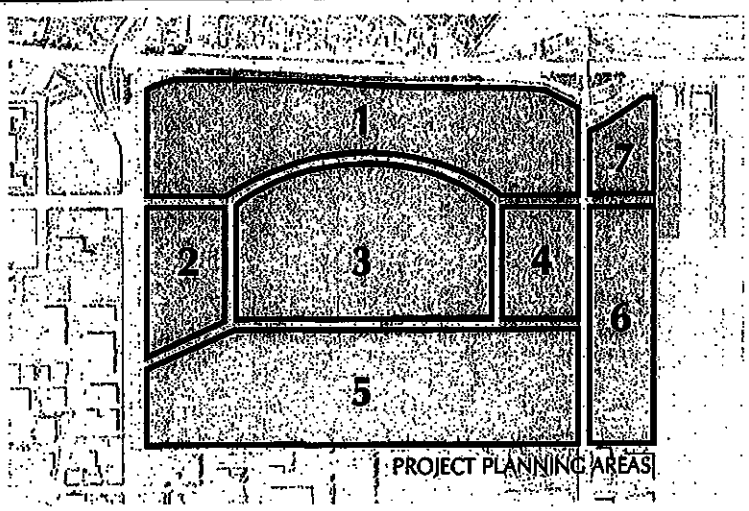


Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Impacts Found to be Less Than Significant (see Section IV.A of this DEIR)		
Historic Resources Five cultural resources were identified within a ½ mile radius of the Project site; however none were identified within the Project site. As there are no historic resources on the Project site, the Project would have no impact on historic resources. ***Archaeological Resources*** One archaeological site was identified within a ½ mile radius of the Project site and one isolate located within the Project site. With the exception of this isolate, there are no known prehistoric archeological resources within the Project site. It is likely that any surface and subsurface archeological remains that might have once occurred on the Project site would have long since been eliminated by past agricultural activities. However, there is a remote possibility that archeological resources still exist below the surface, and that these remains could be encountered during site preparation. Mitigation Measure A-1 is recommended to ensure that any potential impact to a previously unknown archaeological resource is reduced to a less than significant level. ***Paleontological Resources*** No vertebrate fossil localities are located within the Project boundaries, and there are not any localities nearby from the	The following mitigation measure is recommended to address the proposed Project's potential impacts to previously unknown archaeological resources, paleontological resources, and human remains: A-1 The Project developer shall contract with a qualified archaeologist to monitor all initial grading and excavation. 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. A-2 The Project developer 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.	Less than significant impact.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
same or similar sedimentary units as are exposed in the proposed Project area. Although there are no known paleontological resources on the Project site, there is a remote possibility that unsuspected paleontological resources exist below the ground surface and could be encountered during construction. Mitigation Measure A-1 is recommended to ensure that any potential impact to a previously unknown paleontological resource is reduced to a less than significant level. ***Human Remains*** While there is no evidence that human remains are located on the Project site, there is a possibility that the construction phase of the proposed Project could encounter human remains, which could result in potentially significant impacts. Therefore, Mitigation Measure A-1 is recommended to ensure that any potential impact to previously unknown human remains is reduced to a less than significant level.	The monitor shall provide a weekly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature.	
Mineral Resources The proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State because the Project site is not located within an area where significant mineral deposits are present, nor are any oil extraction or mineral extraction activities presently conducted on the	***Mineral Resources*** No mitigation measures are required.	***Mineral Resources*** No impact.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Project site. The proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site because the Project site is not designated as a locally recognized area containing notable mineral deposits. Therefore, no impact would occur.		
Land Use and Planning (see Section IV.B of this Draft EIR)		
The proposed Project would not physically divide an established community because no established residential community exists at the Project site or in the Project vicinity. With the adoption of the requested specific plan, which would support the goals of the City of Oxnard 2020 General Plan and the stated purpose of Oxnard City Ordinance, impacts related to land use consistency would be less than significant. The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan because no habitat conservation plan or natural community plan currently exist that govern any portion of the Project site. Therefore, no impact would occur.	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.	Less than significant impact.
Agricultural Resources (see Section IV.C of this Draft EIR)		
The proposed Project is classified as farmland of statewide	The following mitigation measure reduces the impact	The mitigation measures in this section would allow

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
importance. Because the total Land Evaluation and Site Assessment (LESA) score is between 60 and 79 points and both the LE and SA subscores are greater than 20, the proposed conversion of the existing agricultural land would be considered significant under the California LESA system scoring thresholds. The site has a corresponding BRP (Business & Research Park and M-1) zone classification. Therefore, the City has already planned for the eventual conversion of the site from agriculture to urban uses and the Project would not conflict with any existing zoning designations for agricultural resources. The Project site is also not subject to a Williamson Act contract. Therefore, no impact would occur. The Project's light industrial uses would be located immediately west of agricultural land that is located within the unincorporated area of the County. The new uses are not considered to be sensitive to agricultural operations and would be similar to the similar uses to the south, and northeast of the Project site that also border agricultural operations. Therefore, no substantial conflicts between the proposed uses and agricultural uses are expected.	associated with the loss of the land from agricultural production. C-1 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. The following mitigation measure reduces the potential for employees or visitors to vandalize, pilferage, or trespass on adjacent agricultural property. C-2 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. Fencing may be required between developed phases of the Project and continuing agricultural operations on the remaining Project site based on subsequent entitlement actions.	that no Prime Farmland soils are lost as a result of the Project and that employees and/or visitors of the Project site would have minimal opportunity to vandalize, pilferage, or trespass on the agricultural property to the east. The cumulative permanent conversion of 500 acres to non-agricultural uses is an unavoidable significant impact even with the implementation of the recommended mitigation measures.
Aesthetics (see Section IV.D of this Draft EIR)		
Scenic Vistas The Project site does not represent a scenic vista and	No mitigation measures are required.	Less than significant impact.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
development at the Project site would not substantially obstruct any views. Therefore, the proposed Project would have a less than significant impact on scenic vistas. ***Scenic Resource*** The Project site cannot be defined as a scenic resource simply because it is used for agricultural purposes. The Project site is not a scenic resource nor do any scenic resources exist on the site. Although Rice Avenue, Del Norte Boulevard, and the Ventura Freeway are all identified as scenic routes in the 2020 General Plan, implementation of the proposed Project will not substantially obstruct views from those roadways. Further, the proposed Project would not damage any scenic resources within city-designated scenic highways and, therefore, the proposed Project would result in less than significant impacts. ***Visual Character and Quality*** Although the proposed Project represents a transition from agricultural open space to industrial and business research type uses, the Specific Plan ensures that development would occur in a comprehensive and responsible manner. The Specific Plan establishes design theme and landscape themes and standards with specific guidelines for implementation. Therefore, impacts associated with the visual quality of the		

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
site will be less than significant. ***Light and Glare*** The Specific Plan includes guidelines to limit or avoid excessive light spillage onto adjacent properties and to prevent the use of highly reflective building materials which cause glare the use of non- or low-reflective building materials to minimize glare. Thus impacts from light and glare would be less than significant.		
Biological Resources (see Section IV of this Draft EIR)		
No sensitive or special status species were determined to be present on-site during the site surveys. In addition, the review of the CNDDB and CNPS On-line Inventory for additional special status species known to occur in the region was determined to have a low potential to occur on-site due to lack of habitat at the Project site. However, the site and adjacent areas support trees and shrubs that are considered suitable nesting habitat for birds. Therefore, Mitigation Measure E-1 is recommended to ensure that any potential impact to nesting birds is reduced to a less than significant level.	The following mitigation measures are recommended to reduce the proposed Project's impacts to biological resources. E-1 In order to avoid adverse impacts to nesting birds, including migratory birds, during construction activities, all ground vegetation removal activities must take place outside of the nesting season (15 February – 1 September), although these dates are somewhat arbitrary. If vegetation removal activities must occur during the nesting season, a	Less than significant impact.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
The proposed Project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community because the onsite riparian vegetation is not of a sufficient quality to support sensitive riparian wildlife. However, Mitigation Measure E-4 is recommended to reduce any potential impact to riparian habitat to a less than significant level.	qualified ecologist/biologist shall be present to monitor the removal activities to ensure that no active nests will be impacted, If nests are found, a 100-foot buffer radius (200-foot for raptors) must be established until the young have fledged. This measure does not apply to agricultural row crops.	
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. However, with the implementation of mitigation measure E-2 requiring a formal delineation to be conducted and verified by the Corps, impacts to federally protected wetlands would be less than significant.	E-2 Prior 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	
The Project site itself is not considered to act as a movement or migratory corridor or native nursery for wildlife species due to its agricultural nature and proximity to the Ventura Freeway. The eucalyptus trees along the northern edge of the		

[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.*

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Project site have the potential to provide temporary habitat for migrating monarch butterflies. Mitigation Measure E-5 requires avoidance of construction activities during the temporary aggregation period, which would reduce this potential impact to a less-than-significant level. Therefore, implementation of the proposed Project would result in a less-than-significant impact to any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site. The Project is consistent with the local policies and ordinances protecting biological resources in the City. Therefore, no impact would occur. The Project site is not subject to any conservation plan or natural community conservation plan. Therefore, the Project would not be in conflict with the provisions of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur.	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. E-3 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 the initiation of any ground disturbing activities associated with the proposed development 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	

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	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.	
	E-4 If required to compensate for riparian loss by the Crops, 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 1:1 ratio (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the	

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	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 nearby 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. E-5 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 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.	
Geology and Soils (see Section IV.F of this Draft EIR)		
Soil Erosion Impacts related to erosion or loss of due to construction of the proposed Project would be less than significant with implementation of the required building and grading permit	F-1 **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	Less than significant impact.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
requirements and the SWPPP erosion control measures. ***Unstable Slopes*** Any temporary unstable slopes created by construction would be stabilized by appropriate temporary measures during construction, in compliance with current building codes and OSHA standards, thereby reducing the potential impact to a less than significant level. ***Fault Rupture*** The proposed Project site is not crossed by any Alquist-Priolo zoned faults; however, the projected traces of two segments, the Springville and Camarillo segments, of the east-west trending Simi-Santa Rosa fault cross the southern portion of the project site. Implementation of mitigation to verify the presence of these faults and avoid them if present as specified by the Alquist-Priolo Earthquake Fault Zoning Act would reduce impacts related to rupture of a known earthquake fault to a less than significant level. ***Seismic Groundshaking*** Moderate to strong groundshaking should be expected in the event of an earthquake on the faults in the project area and from other major faults in the region, with an estimated PGA of 0.61 g for the Project site. However, proper design	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.	

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
following industry standards, including detailed geotechnical surveys for proposed development and City and State Building codes for Seismic Zone 4, would reduce the potential impact related to exposing people or structures to hazards related to strong seismic ground shaking to a less than significant level. ***Liquefaction*** The proposed Project site is located in an area mapped as potentially liquefiable on CGS Seismic Hazard Maps. However, proper design following industry standards, including required detailed geotechnical surveys for proposed development and City and State Building codes for Seismic Zone 4, would reduce the potential impact related to exposing people or structures to hazards related to liquefaction to a less than significant level. ***Expansive Soils*** Expansion potential for the soils at the Project site alignment ranges from low to moderate. However, proper design following industry standards, including required detailed geotechnical surveys for proposed development and City and State Building codes, would reduce the potential impact from damage to property from expansive soils to a less than		

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
significant level.		
Hazards and Hazardous Materials (see Section IV.C of this Draft EIR)		
Construction Impacts *Hazardous Materials/Hazardous Waste* In 2002, 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. 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. 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	**Construction Impacts** 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 preformed. 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. G-2 A visual inspection of all storage structures shall be preformed 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. G-3 Due to visible evidence of dark surface soil staining of oil/petroleum products located within	Less than significant impact.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
now banned may have been used throughout the Project site. *Oil/Gas Wells* Six oil/gas wells are located within the boundaries of the Project site. In addition to recommendations provided by Padre & Associates, it is recommended that the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures be followed and formal verification of closure be received by DOGGR. With implementation of these recommendations, impacts associated with oil/gas wells present on the Project site would be less than significant. *Polychlorinated Biphenyls (PCBs)* Power lines and transformers were noted within the western portion of the Project site. No evidence of leakage or staining was noted. RBF Consulting does not consider the transformers to be recognized environmental condition in connection with the Project site and therefore a less than significant impact would occur. *Asbestos-Containing Materials (ACMs)* Asbestos-containing materials are building materials containing more than one percent asbestos. Although some structures are located within the boundaries of the Project site, the structures are of wood frame construction with no	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 preformed to identify the extent of contamination and appropriate remedial measures shall be taken. 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. G-5 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. G-6 Padre & Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be	

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
insulation, tile flooring, or friable materials. Therefore, the potential for ACMs to be found onsite is considered unlikely and impacts would be less than significant. *Lead-Based Paint (LBP)* 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. With proper demolition of onsite structures, impacts caused by exposure to lead-paint would be less than significant. **Operational Impacts** *Hazardous Materials* The proposed Project does not include elements or aspects that will create or otherwise emit any health hazard or potential health hazard, would not involve the routine transport, use or disposal of hazardous material, and would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. Therefore, impacts concerning the operation of the proposed Project would be less than significant. *Aircraft Hazards* The Project site is located within the planning area and protection zones for Camarillo Airport. The eastern-most	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. 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.	

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
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. Most business research, office, commercial, and light industrial uses area compatible within the ETPZ according to the compatibility standards listed in the ACLUP with a recommended maximum structural coverage of no more than 50 percent. No residential units would be located within the ETPZ boundary. Therefore, Project implementation is not expected to result in any abnormal or significant safety hazard for the employees of the Project site. In addition, the Project site is not located in the vicinity of any other airstrips that have operations over the site on a regular basis.		
Hydrology (see Section IV.H of this Draft EIR)		
Construction Related Impacts With implementation of the applicable grading and building permit requirements and the application of BMPs specifically designed to minimize construction-related water quality impacts, the construction of the proposed Project would not violate any water quality standards or waste discharge requirements. Therefore, construction-related impacts would be less than significant. *Operational Impacts*	No mitigation measures are required.	Less than significant impact.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Water Quality With the compliance with all applicable federal, State, and local regulations, Code requirements, and permit provisions, including SQUIMP, the proposed Project would not violate water quality standards or waste discharge requirements and, therefore, water quality impacts would be less than significant. *Groundwater* Although soil infiltration of rainfall would be reduced onsite, it is not a major source of groundwater replenishment. In addition, bio-filtration, infiltration, detention filtration devices, and other BMPs would be used to treat polluted stormwater and reduce stormwater flows. These BMPs would also have the added benefit of allowing stormwater to infiltrate into the ground thus helping groundwater recharge. Therefore, the proposed Project would not directly impact groundwater and potential impacts would be less than significant. *Drainage Patterns and Erosion* Erosion potential would be reduced by directing stormwater flows through concrete lined drainage channels or storm drain pipes, eliminating the use of earthen drainage channels and surface flows. The site grading plan would provide		

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
positive drainage. Flows from the site would not exceed current runoff amounts and therefore, would not increase offsite flows and erosion potential. No streams or other natural water courses exist onsite. Therefore, the proposed Project would have a less than significant impact with regard to drainage patterns. *Flooding* The proposed Project would result in a substantial increase in impervious surfaces on the Project site. While this would increase the potential for runoff from the Project site, thus increasing potential for offsite flooding, the construction of detention basins would reduce flows from the Project site to not exceed existing levels. In addition, the drainage improvements included in the proposed Project would expand and improve existing drainage features increasing their capacity and effectiveness. Therefore, the proposed Project impacts with regards to flooding would be less than significant. *Failure of a Levee or Dam* Although the Project site is within the Dam Inundation Zone the potential for dam failure is considered extremely low. Impacts related to dam or levee failure are considered less than significant.		

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Seiche or Tsunami Oxnard's projected tsunami impact area extends inland from the shoreline approximately one mile. The Project site is located approximately six miles from the coast and is not located near a body of water. Therefore, the potential for the Project site to be affected by a seiche or tsunami is remote and impacts are less than significant.		
Transportation/Traffic (see Section IV.1 of the Draft EIR)		
Project Traffic Generation The Project trip generation is a net-trips total of 8,370 AM peak hour trips (6,705 inbound and 1,665 outbound), 8,738 PM peak hour trips (2,220 inbound and 6,518 outbound), and 70,750 daily trips. *Freeway and Roadway Capacity* The existing plus full build out traffic to the Ventura Freeway would create a significant impact to the highway in both northbound and southbound directions. The addition of fourth travel lane at both locations would be needed to mitigate the Project's impact on the Ventura Freeway. *Change in Air Traffic Patterns* The Project does not include any aviation-related uses and	***Phase 1 (2010)*** I-1 Rose Avenue & Gonzales Road: The Project developer shall implement 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. I-2 Rose Avenue & Camino Del Sol: The Project developer shall implement improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane. I-3 Rice Avenue & Fifth Street: The Project developer shall implement improvements to the Rice Avenue & Fifth Street intersection that adds	With the implementation of mitigation measures I-1 through I-33, the impacts of the proposed Project to the study are would be reduced to a less than significant level. It should be noted that the addition of fourth northbound and southbound travel lanes along the Ventura Freeway would be needed to provide acceptable levels of service on the nearby highway segments. The addition of these fourth lanes would require multiple land acquisitions and approval from other governmental agencies, which are beyond the authority of the City of Oxnard. However, with the implementation of mitigation measure I-34 the proposed Project's impact to the Ventura Freeway would be less than significant.

Table I-1
Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
would have no airport impact. It would also not require any modification of flight paths for Camarillo Airport or Oxnard Airport. Therefore, no impact would occur. *Project Site Access and Internal Circulation* All roadways would be designed to meet or exceed the standards of the City of Oxnard Public Works Department and the vehicles traveling to and from the site would not cause any conflicts with the properties to the south, east, and west of the site. Therefore, the Project would not increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Emergency vehicles would also have access to the Project site via any of the proposed access points and the roadways would meet the minimum standards required by the City of Oxnard Fire Department. Therefore, the Project would not result in inadequate emergency access. *Parking* The City requires that number of parking spaces meet or exceed City standards for the new or modified buildings. Therefore, the Project would comply with City parking requirements and any parking-related impacts would be less than significant.	a third southbound thru lane by removing the existing southbound right turn lane. I-4 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall provide signalization. I-5 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay a fair share cost 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)*** I-6 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost 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. I-7 Oxnard Boulevard & Gonzales Road: The Project developer shall support improvements to the Oxnard Boulevard & Gonzales Road intersection that adds a third eastbound thru lane.	

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Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Alternative Transportation Bicycle lanes would be located within the public right-of-way for Gonzales Road consistent with the City of Oxnard Bicycle Facilities Master Plan. Also, a Transportation Demand Management (TDM) plan would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan. Therefore, the Project would be consistent with adopted policies, plans, or programs supporting alternative transportation.	I-8 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane. I-9 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane. I-10. Rice Avenue & Fifth Street: The Project developer shall pay a fair share cost 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. I-11 Rice Avenue & Channel Islands Boulevard: The Project developer shall implement improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane. I-12 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall implement improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a	

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Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	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.	
	I-13 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall implement 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.	
	I-14 Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay a fair share cost toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.	
	Phase 3 (2020)	
	I-15 Oxnard Boulevard & Vineyard Avenue: The Project developer shall implement improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	I-16 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.	
	I-17 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.	
	I-18 Rice Avenue & Fifth Street: The Project developer shall pay a fair share cost 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.	
	I-19 Rice Avenue & Wooley Road: The Project developer shall implement improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.	
	I-20 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	I-21 Rose Avenue & Camino Del Sol: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.	
	I-22 Del Norte Boulevard & Fifth Street: The Project developer shall pay a fair share cost toward implementing improvements to the Del Norte Boulevard & Fifth Street intersection that adds a second westbound thru lane.	
	Phase 4 (2025)	
	I-23 Ventura Road & Gonzales Road: The Project developer shall pay a fair share cost 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.	
	I-24 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	lane which will mitigate both Project and cumulative (2025 no Project) impacts.	
	I-25 Rose Avenue & Camino Del Sol: The Project developer shall pay a fair share cost 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.	
	I-26 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a southbound right turn lane or contribute fair share towards grade separation.	
	I-27 Rose Avenue & Channel Islands Boulevard: The Project developer shall implement improvements to the Rose Avenue & Channel Islands Boulevard intersection that adds a third northbound thru lane.	
	I-28 Rose Avenue & Bard Road: The Project developer shall implement 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	

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Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	northbound and southbound right turn lanes.	
	I-29 Rice Avenue & Camino Del Sol: The Project developer shall pay a fair share cost 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.	
	I-30 Rose Avenue & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.	
	I-31 Rose Avenue & Pleasant Valley Road: The Project developer shall pay a fair share cost 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.	
	I-32 SR-1/Rice NB & & Pleasant Valley Road: The Project developer shall pay a fair share cost toward implementing improvements to the SR-1/Rice NB & & Pleasant Valley Road intersection that adds a westbound right turn lane.	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	Year 2030 I-33a Rice Avenue & Gonzales Road: The Project developer shall pay a fair share cost and provide additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection that adds a northbound thru lane. ***- OR -*** I-33b The City Council shall make an exception to allow Rice Avenue & Gonzales Road intersection to operate below LOS "C". The City has initiated the Intelligent Transportation Systems (ITS) Master Plan project as a tool to strategically deploy ITS strategies to improve mobility and safety to the traveling public within the Oxnard region. The methodology used to calculate the LOS does not credit or take into account the City's ITS Master Plan, which similar ITS programs such as the Automated Traffic Surveillance and Control system used in Los Angeles County have shown improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994).	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	Ventura Freeway I-34 Camarillo, JCT. RTE. 34, Lewis Road Interchange: The Project developer shall pay a fair share cost toward implementing improvements which add a fourth travel lane in both northbound and southbound to mitigate the Projects impact on the Ventura Freeway.	
Air Quality (see Section IV. F of this Draft EIR)		
Consistency with the 2007 AQMP As no residential uses are proposed, the Project would not cause the City's population to exceed SCAG and, therefore, 2007 AQMP, population projections. As such, the proposed Project would not conflict with the 1997 AQMP Revision and, as such, would not jeopardize attainment of State and national ambient air quality standards in Ventura County. This would be a less-than-significant impact regarding a conflict with or obstruction of implementation of the applicable air quality plan. *Construction Period Emissions* Mitigation Measure J-1 includes appropriate dust control measures recommended by the VCAPCD. According to the	J-1 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	Construction-related and operational impacts would be reduced to less than significant impact. Cumulative impacts are significant for greenhouse gases and Basin non-attainment.

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
South Coast Air Quality Management District's *CEQA Air Quality Handbook*, these types of measures would reduce by at least 50 percent the amount of fugitive dust generated by excavation and construction activities. Mitigation Measure J-2 would reduce the emissions generated by heavy-duty diesel-powered construction equipment operating at the project site. Therefore, construction-related air quality impacts would be reduced to a less than significant level. Mitigation Measure J-2 would also reduce the amount of GHG emissions that are generated by construction equipment and activities. *Operational Emissions – Daily Emissions of ROC and NO_x* The proposed Project would generate a net increase in average daily emissions that exceeds the thresholds of significance recommended by the Ventura County Air Pollution Control District. *Operational Emissions – Localized CO Concentrations* future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and State standards for localized CO concentrations are 9.0 ppm). Therefore, implementation of the proposed	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	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Project would not expose any sensitive receptors located in close proximity to these intersections to substantial pollutant concentrations. This would be a less-than-significant impact regarding the exposure sensitive receptors to substantial pollutant concentrations. *Operational Emissions – Greenhouse Gas Emissions* Based on the results of the URBEMIS 2007 model, the operational emissions associated with the proposed Project could result in the generation of approximately 103,204 tons of CO_2 annually (see Appendix I) assuming that the proposed Project creates all new drivers and vehicle trips. The Project would be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the City, as Lead Agency, finds that the impact of the Project would be less than significant with regard to greenhouse gas emissions.	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	

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Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	excessive. • Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. • Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations. J-2 The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following: • Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	• 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. The following measures are recommended to reduce the potential emissions associated with operational activities to the maximum extent feasible: J-3 The Project developer shall include in construction and building management contracts the following requirements or measures shown to be equally effective: • All structures developed with the Project shall achieve a Tier 1 "green building" designation within the meaning of the California Green Building Code, Chapter 5, Section 503 by exceeding the 2007 California Energy Code requirements by 15 percent.	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	• Use solar or low-emission water heaters in new buildings. • 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. J-4 A Project-wide Transportation Demand Management (TDM) program shall be prepared by a qualified consultant for review by the	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	Development Services Director within one year of the adoption of the Project. 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 feasible, 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	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	into future Project-related traffic studies and/or analyses for purposes of calculating traffic fees and/or modifying traffic-related mitigations. J-5 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 to support the installation of solar panel and/or similar equipment that generates electricity from sunlight and/or wind. The owner/tenant of the building may elect to install such equipment to service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission, if requested by the City and economically feasible. Many of the measures that the VCAPCD currently recommends to reduce the significant operational impacts of proposed Project are features of the proposed Project. The only remaining measure recommended by the VCAPCD that would reduce the operational impacts of the proposed Project to less-than-significant levels is the contribution to a City-managed transportation demand management (TDM) fund. This fund is used by the City to implement trip reduction programs throughout the City. J-6 The Project developer shall contribute an	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	estimated $2,713,928.00 to a TDM fund managed by the City to be assessed and paid incrementally as individual building are developed. The TDM 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.	
Noise (see Section IV.K of this Draft EIR)		
Construction Noise The Project site is located in an industrial and agricultural area of the City and is not located in close proximity to any sensitive uses such as residences or schools. The nearest residential uses are located north of the Project site, beyond the Ventura Freeway. Given their distance from the Project site and the existing noise levels generated along the freeway, the project's construction noise levels would not result in substantial temporary or periodic noise levels at these receptors. Therefore, grading and construction activities associated with the Project would not conflict with the City Code requirements or expose sensitive receptors to substantial temporary or periodic noise levels. Impacts associated with construction noise would be less than significant. *Construction Groundborne Vibration*	No mitigation measures are required.	Construction and operation noise would be less than significant. No mitigation measures are feasible to reduce the cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue. Therefore, the contribution of the proposed Project to this cumulative impact would continue to be significant.

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The nearest off-site industrial structure is located approximately 88 feet from the Project site. Based on this distance, the construction-related groundborne vibration levels that would occur at this structure would be approximately 0.01 PPV, which would not exceed any of the identified FTA criteria that would result in building damage. As the other off-site industrial structures are located even further away from the Project site, the vibration impacts associated with building damage resulting from project construction would be less than significant. In terms of human annoyance, vibration levels could exceed 75 VdB at the existing industrial uses located to the south and east of the Project site. These uses, however, are not considered to be sensitive to groundborne vibration and the resulting levels would not exceed any adopted standards for these uses. Therefore, this vibration impact would be less than significant. *Operational Noise – Locations on Site* The Noise Element of the Oxnard 2020 General Plan shows that future noise levels in the northern part of the Project site would not exceed 75 dBA CNEL. As such, future noise levels at the Project site would not exceed City standards for industrial, office, and commercial uses. This would be a less		

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than significant impact. *Operational Noise – Locations Off Site* The proposed Project would increase local noise levels by a maximum of 1.7 dBA CNEL, which is inaudible/imperceptible to most people and would not exceed the identified thresholds of significance. This would be a less-than-significant impact		
Population and Housing (see Section IV.L of this Draft EIR)		
The proposed Project would induce residential population growth in an area, directly through housing, and indirectly through job generation. However, the population and job growth would not exceed the anticipated projections by the City through 2015 nor the adopted VCOG forecasts. As such, the population and job growth associated with the proposed Project optional residential and employee uses has already been anticipated and planned for by the City, SCAG, and VCOG. Therefore, impacts would be less than significant. *Housing or Population Displacement* The Project site is currently an agricultural use, generally undeveloped and does not contain any housing. The implementation of the proposed Project would not displace any housing or people, necessitating the construction of replacement housing. Therefore, no impacts with respect to	L-1 If there is a housing component within the Project of over 10 units, the affordable housing requirement shall be a minimum of 15 percent to a maximum of 21 percent, composed of equal portions for very low, low, and moderate income households. The affordability requirement shall be determined by a nexus study that estimates the incomes of current and projected employees within the Project compared to the availability of correspondingly affordable housing within the commute shed.	Less than significant impact.

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housing or population displacement would occur.		
Public Services (see Section IV.M of this Draft EIR)		
Fire Since the Project is on a 10-20 year buildout – construction impacts will be mitigated by the new Station No. 10. The station is being built on 1.5 acres dedicated by Sakioka Farms – in Phase 1 – per a Development Agreement to provide service to the Project and other areas. In addition, the Project area is an agricultural use, which has a very low human activity impact and no structures. Project construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the Oxnard Fire Department (OFD). Therefore, construction-related impacts to fire protection services would be less than significant. With the construction of the fire station within the Project site, the OFD would be able to service the project area and the eastern port of Oxnard with adequate response time and distance. The proposed Project would not involve any other activities during its operational phase that could impede public access	*Fire* No mitigation measures required. *Police* Construction M.2-1 During all construction activities, the Project or subsequent developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, be secured with temporary fences to prevent trespass. Operation M.2-2 The building and site design of subsequent developments under the Specific Plan program shall include crime deterrence and prevention features, building security systems, architectural design modifications, surveillance systems, and secure parking facilities. In addition, industrial businesses may be required to enroll into existing Oxnard Police crime prevention programs, depending on the nature of the business.	Less than significant impact.

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or travel upon public rights-of-way or would interfere with an emergency response or evacuation plan. *Police* The Oxnard Police Department (OPD) has stated that wait times for non-emergency calls would increase while it would strive to maintain responses to emergency calls in five minutes or less. Oxnard has anticipated the need for additional officers in its OPD Five Year Staffing Plan and plans to add between 49 and 102 officers through June 2009. While current staffing ratios fall below the desired target, the increase in officers would allow the desired target to be met. In addition, response times would decrease with additional officers on patrol. Since Oxnard has planned for population and development increases with additional staffing, the Project's future impacts to police service would be less than significant. *Schools* Although the addition of new students may cause a school to reach or exceed its design capacity, overcrowding by and of itself is a social problem and does not constitute an environmental impact. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. Therefore, with payment of impact fees, impacts	*Schools* M.3-1 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.	

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related to schools would be less than significant. However, the City supports additional mitigation between the Project and the school districts if applicable. The OUHSD is already at 13% above capacity and planning on a seventh high school. With the addition of 118 students and no increase in school capacity, that number would raise to over 18% above capacity. Both the RSD and OUHSD would require additional busing service to Project students. The applicant would be required to pay required State-mandated school impact fees to OUHSD under the provisions of SB 50. Pursuant to Section 65995 (3) (h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), payment of these fees is deemed full and complete mitigation. *Parks* Although the proposed Project would provide 3 acres of open space, under the Housing Alternative the net project population increase would generate additional demand for community-level recreation and park services when the Project is complete. Applying the City standard of three acres of parkland per 1,000 residents, the additional residents created by the Project under this alternative would demand an equivalent of 10.5 acres of recreational space and uses.		

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However, with the inclusion of a 3 acre (5 acre under the Housing alternative) neighborhood park and payment of Quimby fees, potential impacts to parks as a result of proposed Project would be reduced to a less than significant level. *Library* The Project without residential uses would not create a demand on library services. Therefore, impacts to library services under this development scenario would be less than significant. The impacts of the Project with residential uses would be considered potentially significant. Payment of the Growth Development Fee would be put toward building the new recommended facility to reduce the potentially significant impact to less than significant levels.		
Utilities (see Section IV-N of this Draft EIR)		
Water The proposed Project water consumption would be up to 1,030 AFY with residential uses or 1,025 AFY without residential uses. With potential demand reduced with	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	Less than significant impact.

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recycled water and transferred allocation supply, the net demand would be 329 AFY with residential uses or 330 AFY without residential. In addition, development of the Sakioka Farms Business Park Specific Plan is part of the overall planned water demand increase for Oxnard. The projected water demand for Oxnard in 2030 with complete buildout of Sakioka Farms, as well as other future projects, and ambient growth is approximately 40,980 AFY (an increase of 13,965 or 33% above existing demand (2007)). Thus, the project's 1,030 AFY represents 2.5 % of the projected demand and 7.4% of the projected increase from 2007 to 2030	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 developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees." • Developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, whether such allocation is associated with the conversion of agricultural to urban uses, or otherwise. • Developer shall provide to the City addition water rights, water supplies, or water offsets	

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	in the form of recycled water facilities, conservation retrofits, financial contributions towards City programs which generate in-City water conservation, or participation in other similar programs with cumulatively result in a total water supply contribution, taken together with other water rights or FCGMA allocation provided to the City, which offset the entire estimated water demand associated with the Project. N-2 The 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	

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	system. Once recycled water is available, and connection to the recycled water system is made, the 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 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 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 developer shall be responsible for appropriate Sakioka Farms Specific Plan	

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Executive Summary of Project Impacts, Mitigation Measures, and Impacts after Mitigation

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	Covenants, Conditions and Restrictions (CC&Rs) covering the use of recycled water and for proper disclosures. • Prior to submittal of subdivision improvement plans, the developer shall review with the City the potential for dual plumbing, whereby toilet facilities would be served by the recycled water system. No determination has yet been made regarding whether the City will desire to proceed with this plan. However, should the City decide that it is desired, all costs associated with the dual plumbing shall be borne by the developer. N-3 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	

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	• Wherever turf is used, installing warm season grasses.	
	N-4 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.	
	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.	
	.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.	
	N-7 The use of a 14-inch line would be feasible and should only be connected to mainlines of 14-inches or larger.	
	N-8 Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.	
	N-9 The Project developer shall ensure that the landscape irrigation system be designed, installed,	

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	and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.	
	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.	
	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.	
	N-12 In order to negate the Project's projected annual water supply deficit of 330 acre feet and achieve the water neutral policy established by the City Council, the Developer shall participate in the financing of an approximately 4.5 mile recycled water supply branch pipeline commencing at the intersection of Ventura Road and Fifth Street, going east along Fifth Street to Oxnard Boulevard, north on Oxnard Boulevard to Camino del Sol, east on Camino del Sol to Rose Avenue, and north	

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	on Rose Avenue to Gonzales Road, then from there into the Project's recycled internal pipelines required by mitigation N-2. The pipeline varies in width from 16 to 12 inches and a more feasible and/or less expensive alternative route may be substituted by the Director of Public Works. The Project's estimated share of the total expense is approximately 55 percent, or $3,930,720 which includes a 20 percent contingency. This Project's obligation may be proportionately reduced and/or refunded should other recycled water users buy into the water line under a cost-sharing program to be developed by the Director of Public Works. This pipeline is required to be in place and operational when, and if, the cumulative actual and projected potable water demands of subsequent development exceed the transferred ground water credits transferred to the City.	
	N-13 The Project shall construct an 18-inch potable water pipeline approximately 900 feet in length from the intersection of Solar Drive and Gonzales Road eastward and connecting to the Project's internal potable pipeline system at Rice Avenue. The estimated cost is $370,000 which includes a 20 percent contingency. This pipeline connector and related equipment shall be completed and operable prior to completion of any structure in	

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	Planning Areas 1, 2, or 3 or as determined by the Director of Public Works.	
Wastewater The proposed Project is estimated to generate a total of approximately 860 AFY of wastewater with residential uses or 850 AFY without residential uses. This translates to 767,759 gpd or 758,831 gpd. New sewer facilities constructed onsite will have to be connected to both the Rice Avenue and Del Norte Boulevard existing sewer lines. The eventual development of the Project site was anticipated when the Northeast Industrial Area infrastructure was planned.	No mitigation measures are required.	Less than significant impact.
Solid Waste Over the long term, the proposed Project would be expected to generate approximately 146,970 pounds per day or 141,264 pounds per day (with residential uses or without residential uses, respectively). Using a diversion average of 69 percent, the proposed Project would generate approximately 45,561 pounds (23 tons) or 43,792 pounds (22 tons) of solid waste per day (with residential uses or without residential uses, respectively) that	No mitigation measures are required.	Less than significant impact.

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
would be disposed in local landfills.		
Energy The proposed Project is estimated to consume a total of 776,082 or 742,334 (with residential uses or without residential uses, respectively) cubic feet (cf) of natural gas per day. The proposed Project would result in an increase in natural gas consumption. However, SoCal Gas would be able to provide the increase in its portion of the volume of natural gas anticipated from development of the proposed Project. Therefore, there would be a less than significant impact on natural gas supply systems. The proposed Project is estimated to consume a total of 253,691 or 264,999 (With residential uses and without residential uses, respectively) kilowatt-hours (kwH) of electricity per day. SCE has states that the electrical loads of the Project are within parameters of projected load growth which SCE is planning to meet in the area. The total system demand for electricity increases annually and this Project would contribute to that growth. However, the SCE has plans for new distribution resources that would give SCE the ability to serve all customers' loads in accordance with its rules and tariffs adequately through 2010. Furthermore, the proposed Project would be required to comply with Title 24,	No mitigation measures are required.	Less than significant impact.

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which establishes energy conservation standards for new construction. Therefore, there would be a less than significant impact on electrical supply systems.		