Planning Division

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Brian Foote, AICP, Associate Planner

DATE: March 15, 2012

SUBJECT: Planning & Zoning Permit No. 10-300-5 (Tentative Subdivision Map)

1) **Recommendation:** That the Planning Commission:
   a) Adopt Mitigated Negative Declaration No. 11-04; and,
   b) Adopt a resolution recommending that the City Council approve Planning & Zoning Permit No. 10-300-05 for a tentative tract map, subject to certain findings and conditions.

2) **Project Description and Applicant:** A request to subdivide approximately 32 acres into seven parcels varying in size between 2.19 and 10.82 acres each, for future industrial development consistent with the Light Manufacturing (M-1-PD) zone. Located at 2600 Challenger Place and 150, 300, 350 & 400 Discovery Drive (APN 216-0-160-405). Filed by Valerie Draeger, Triliad Development, Inc., on behalf of property owner PEGH Investments LLC, 270 Conejo Ridge Ave., Suite 200, Thousand Oaks, CA 91361-4944.

3) **Existing & Surrounding Land Uses:** The subject property is largely vacant and unimproved, except for an existing cart racing track at the southeast corner of the site. The following table summarizes the land uses and zones surrounding the project site.

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	Light Manufacturing (M-1-PD)	Industrial Light (ILGT)	Vacant & Jim Hall Kart race track
North	M-1-PD	ILGT	Pure Pak industrial facility
South	R-1	ILGT	Railroad track, Fifth Street, agricultural fields within the Oxnard-Camarillo Greenbelt
East	M-1-PD	ILGT	Haas Building 4 & industrial complex
West	M-1	ILGT	Rice Avenue, and multi-tenant industrial buildings west of Rice Ave.

4) **Background Information:** The Planning Commission approved Resolution No. 2004 – 98 on December 16, 2004, approving Special Use Permit No. 04-500-16 to allow the construction of a cart racing/training track on eight acres of the 32-acre property. The City Council adopted Ordinance No. 2680 on January 25, 2005, approving Zone Text Amendment No. 04-580-03 changing Zoning Code Section 34-95(g) to permit "corporate training and professional development facilities including ancillary outdoor activities" in the M-1-PD zoning district (note: Zoning Code section was subsequently renumbered to 16-221(C)(7)(c)). An on-site improvement permit was issued in 2004 for construction of the race track. A grading permit was issued in 2000 for dirt stockpiling on the westerly half of the property.

5) **Environmental Determination:** The proposed development is subject to review in accordance with the California Environmental Quality Act (CEQA). Staff prepared an Initial Study to evaluate the project's potential for any significant adverse impacts on the environment. None of the topics in the Initial Study were identified as having potentially significant impacts, and staff recommends a Mitigated Negative Declaration (MND). Mitigation measures are included for construction-related impacts to air quality and cultural resources. Two mitigation measures are included for long-term impacts to traffic, and must be completed prior to approval of the final map and/or issuance of future building permits. One mitigation measure is included for long-term impacts to utilities and service systems, and the applicable fee must be paid prior to issuance of future building permits.

   On November 14, 2011, the applicant agreed to mitigation measures recommended by staff to address the identified adverse impacts. The proposed MND consisting of the Initial Study and recommended mitigation measures (MND #11-04) were made available for the requisite public review and comment period, from December 3 through December 22, 2011. Comments on the MND were submitted by Ventura County agencies (Watershed Protection District, Transportation Department) and one city resident; these comment letters are included with the Initial Study. Staff has reviewed the letters, and none of the comments require responses or changes to the MND. As such, no significant adverse impacts are expected to result from the proposed subdivision, and staff recommends that the Planning Commission adopt MND #11-04 (Attachment C).

6) **Analysis:**

   a) ***General Discussion:*** The purpose of the proposed tentative map is to create seven parcels for future industrial development consistent with the Light Manufacturing (M-1-PD) zone. No development is proposed at this time. In the future, when specific projects are proposed on the parcels, separate special use permits will be required at the time of development. MND No. 11-04 (pages 3-4) evaluates the maximum development potential on the property, based on the proposed lot sizes and maximum Floor-Area Ratio that may be permitted on each lot (please note that the proposal for the 162,754-sq.ft. building on Lot 7 has been withdrawn by the applicant, and is no longer included in the project description).

   b) ***General Plan Consistency:*** Staff analyzed the proposed project for consistency with the *2030 General Plan*. The land use designation is Industrial Light (ILGT), and the proposed subdivision is consistent. Industrial Light is intended to accommodate manufacturing within buildings and incidental light outdoor assembly, fabrication, and storage, as well as wholesale

and retail sales of large commodities related to warehousing or service uses on-site. The proposed subdivision would facilitate sales of the parcels for future development of the lots, which staff recommends as suitable within the Industrial Light land use areas.

Staff analyzed the proposed project for consistency with specific policies of the *2030 General Plan*, as listed in the following table.

POLICY	DISCUSSION
Community Development Policy 5.1 (pg. 3-24) states, "Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency."	The future light industrial uses are located in an industrial area, and the project will be consistent with this policy.
Community Development Policy 5.3 (pg. 3-25) states, "Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation."	The future industrial uses are located in an industrial area with existing infrastructure and municipal services, and the project will be consistent with this policy.
Community Development Policy 6.1 (pg. 3-25) states, "Require that agricultural land uses designated for long-term protection and production be buffered from urban land uses through the use of… greenbelts, open space setbacks, fencing, berming, and windrows."	The future industrial uses are located in an industrial area, and an adequate buffer (300 feet minimum) will be required near the existing agricultural operations to the south. The project will be consistent with this policy.
Community Development Policy 8.5 (pg. 3-30) states, "Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible."	The future uses will be designed to avoid potential impacts (e.g. noise), as well as incorporate mitigation measures that address impacts to air quality, traffic, and other environmental resources. See discussion in MND No. 11-04 (pp. 16-27, 45-46, 51-54).
Community Development Policy 8.10 (pg. 3-30) states, "Consider at an early stage the infrastructure investment needs of large-scale developments in order to evaluate these needs as part of long-range water supply, conveyance, wastewater, and other relevant planning	The future development of the subject property was included in the *2005 Urban Water Management Plan*, and the future industrial uses will have adequate water supply and wastewater facilities. See discussion in MND No. 11-04 (pp. 55-58).
Community Development Policy 16.5 (pg. 3-35) states, "Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts."	The future industrial uses will be required to avoid potential impacts to environmental resources and nearby agricultural resources, as well as incorporate appropriate mitigation measures. See discussion provided in MND No. 11-04 (pp 14-15).
Infrastructure & Community Services Policy 11.10 (pg. 4-16) states, "Prior to approval of a discretionary proposed project not subject to a Water Supply Assessment pursuant to Government Code Section 66473.7, a finding shall be made to ensure an	The future development of the subject property was previously included in the *2005 Urban Water Management Plan* (i.e. Table 4-2 that identifies the 50 acres south of McInnes Ranch, including the proposed

adequate water supply for the proposed development."	project site), and the proposed project will have adequate water supply. See discussion provided in MND No. 11-04 (pp 55-58).
Environmental Resources Policy 11.1 (pg. 5-10) states, "Continue to require a qualified archaeologist to perform a cultural resources survey prior to project approval. Inspection for surface evidence of archaeological deposits, and archaeological monitoring during grading activities should be required in areas where significant cultural resources have been identified or are expected to occur."	A Phase I Cultural Resources Survey report was prepared for the project site, and appropriate mitigation measures are included to reduce any potential impacts to a level less than significant (at time of development). See complete discussion provided in MND No. 11-04 (pp. 30-35).
Environmental Resources Policy 11.3 (pg. 5-10) states, "Continue to require project applicants to have a qualified archaeologist conduct a record search at the South Coast Central Information Center located at CSU Fullerton and other appropriate historical repositories, conduct field surveys where appropriate, and prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports) prior to project approval."	A Phase I Cultural Resources Survey report was prepared for the project site, including a search of records at the SCCIC, and appropriate mitigation measures are included to reduce any potential impacts to a level less than significant (at time of development). See complete discussion provided in MND No. 11-04 (pp. 30-35).
Environmental Resources Policy 11.6 (pg. 5-10) states, "In the event that archaeological/ paleontological resources are discovered during site excavation, continue to require that grading and construction work on the site is suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist."	Appropriate mitigation measures are included (e.g. E-2 that requires suspending grading and construction work if deemed necessary) to reduce any potential impacts to a level less than significant. See complete discussion provided in MND No. 11-04 (pp. 30-35).
Environmental Resources Policy 12.2 (pg. 5-11) states, "Support right-to-farm policies that promote the continuing viability of agriculture in the County."	Future development will be consistent with applicable measures of the County's right-to-farm ordinance (Ord. No. 4151), and an adequate buffer of 300 feet will be required to protect the existing agricultural operations to the south of Fifth Street. The project will be consistent with this policy.
Environmental Resources Policy 12.8 (pg. 5-12) states, "Continue the commitment of maintaining the Oxnard-Camarillo and Oxnard-Ventura Greenbelts and their associated policies."	Future development will incorporate an adequate buffer (300 feet) to protect the existing agricultural operations to the south of Fifth Street, thereby preserving agricultural production within the Oxnard-Camarillo Greenbelt. The project will be consistent with this policy.

c) ***Conformance with Zoning Development Standards:*** The proposed subdivision is located in the Light Manufacturing (M-1-PD) zoning district, and the project may be permitted with a tentative subdivision map. The subdivision map complies with the applicable development standards of the M-1-PD zone as listed in the following table. In the future, when specific projects are proposed and special use permits are submitted, the individual projects will be reviewed at that time.

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Min. lot area (16-230)	15,000 square feet	104,019 sq.ft. min.	Yes
Min. lot width (16-230)	100 feet; 150 feet for corner lots	200 ft. minimum; 204 ft. corner lot	Yes
Min. lot depth (16-230)	150 feet	500 ft. minimum	Yes

d) ***Site Design:*** The proposed subdivision shows rectangular lot configurations that can accommodate large concrete tilt-up type structures for light industrial uses such as manufacturing and warehousing/distribution. Primary access will be provided to each proposed parcel from the existing Discovery Drive or Challenger Place. Rice Avenue will be designated as the new route of Highway 1 in the near future, and Development Services has included a special condition (#58) that prohibits direct ingress/egress along Rice Avenue. Development Services has also included a special condition (#64) requiring future construction of a right-turn lane on northbound Rice Avenue to Sturgis Road.

7) ***Conformance with Subdivision Standards:*** Tentative Map No. 5885 is designed to comply, or has conditions to comply, with all applicable provisions of Chapter 15 of the City Code as well as the State Subdivision Map Act. The site is surrounded by urban development, and all off-site improvements have been previously constructed. All utilities and improvements associated with the current project will connect to existing infrastructure in the vicinity.

8) **Development Advisory Committee:** The Development Advisory Committee (DAC) reviewed this project on September 28, 2011. Recommendations of the DAC are included in the attached resolutions.

9) **Appeal Procedure:** The Planning Commission's action on the tentative subdivision map is a recommendation, and the matter will be considered by the City Council in a noticed public hearing at a later date.

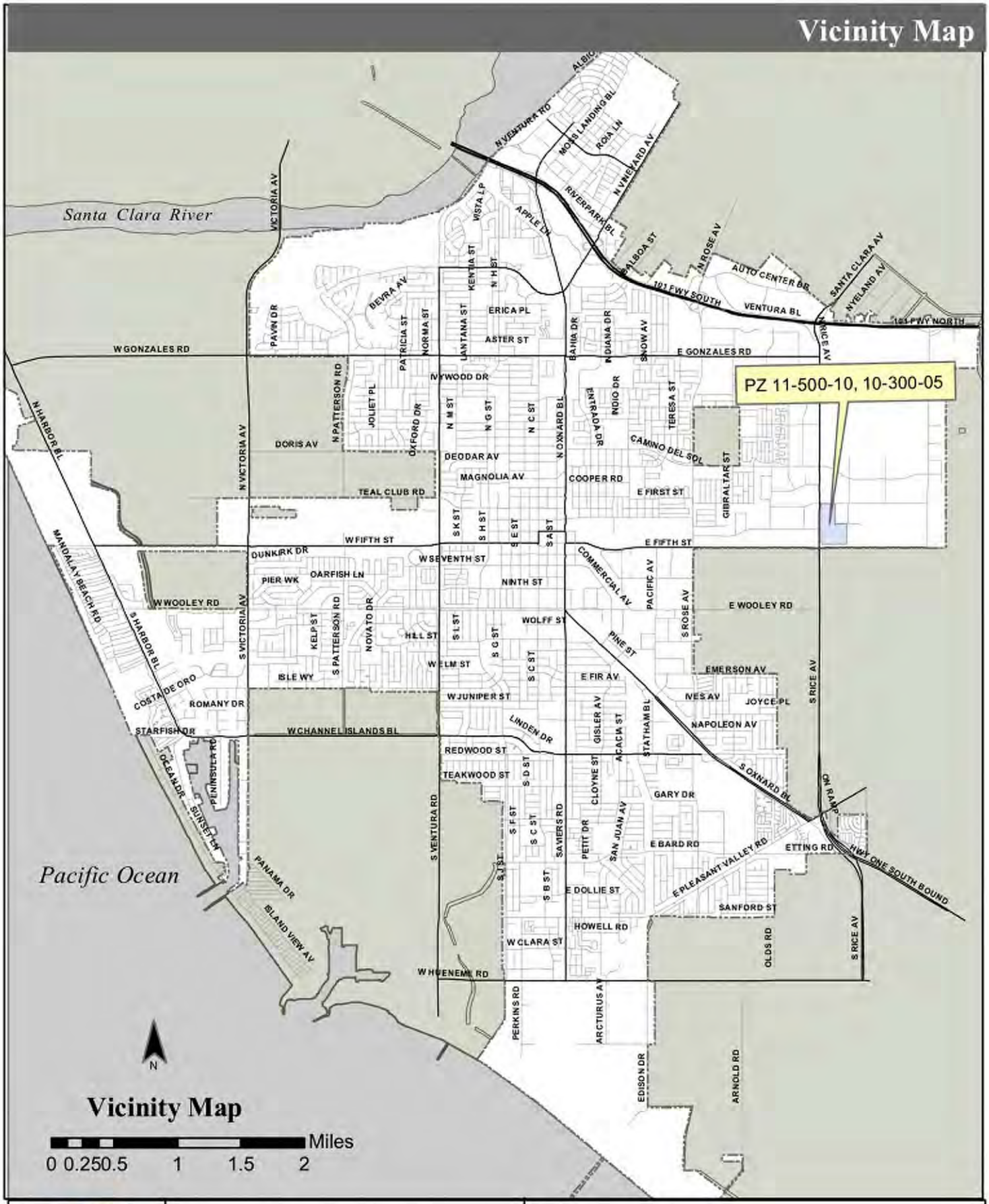
Attachments:

A. Maps (Vicinity, General Plan, Zoning)
B. Tentative Tract Map No. 5885
C. Initial Study/MND 11-04
D. Resolution

Prepared by: _____
BF

Approved by: _____
SM

Vicinity Map

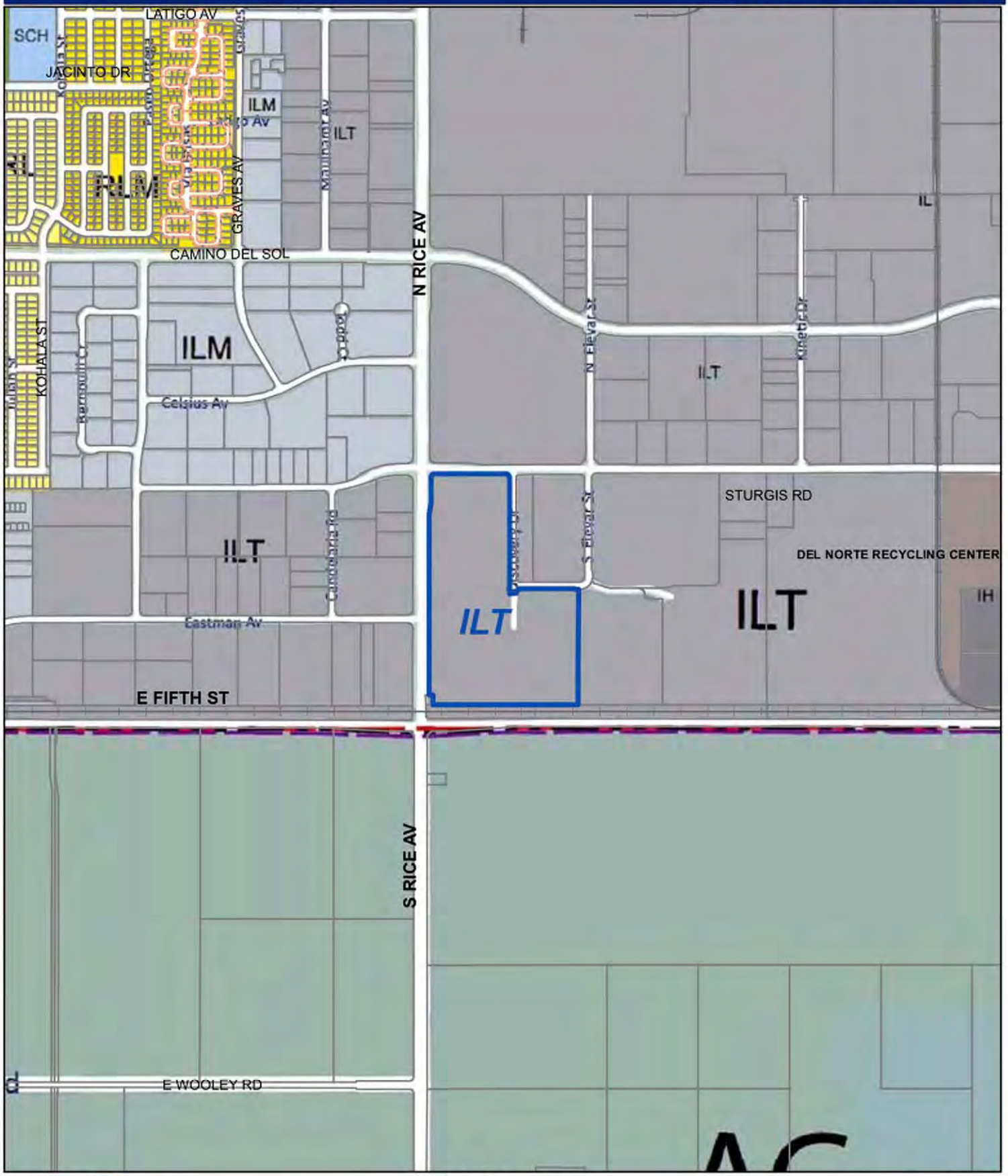


Oxnard Planning

November 8, 2011

PZ 11-500-10, 10-300-05
Location: 2600 Challenger Pl
APN: 216016040
Triliad Development Inc.

General Plan 2030



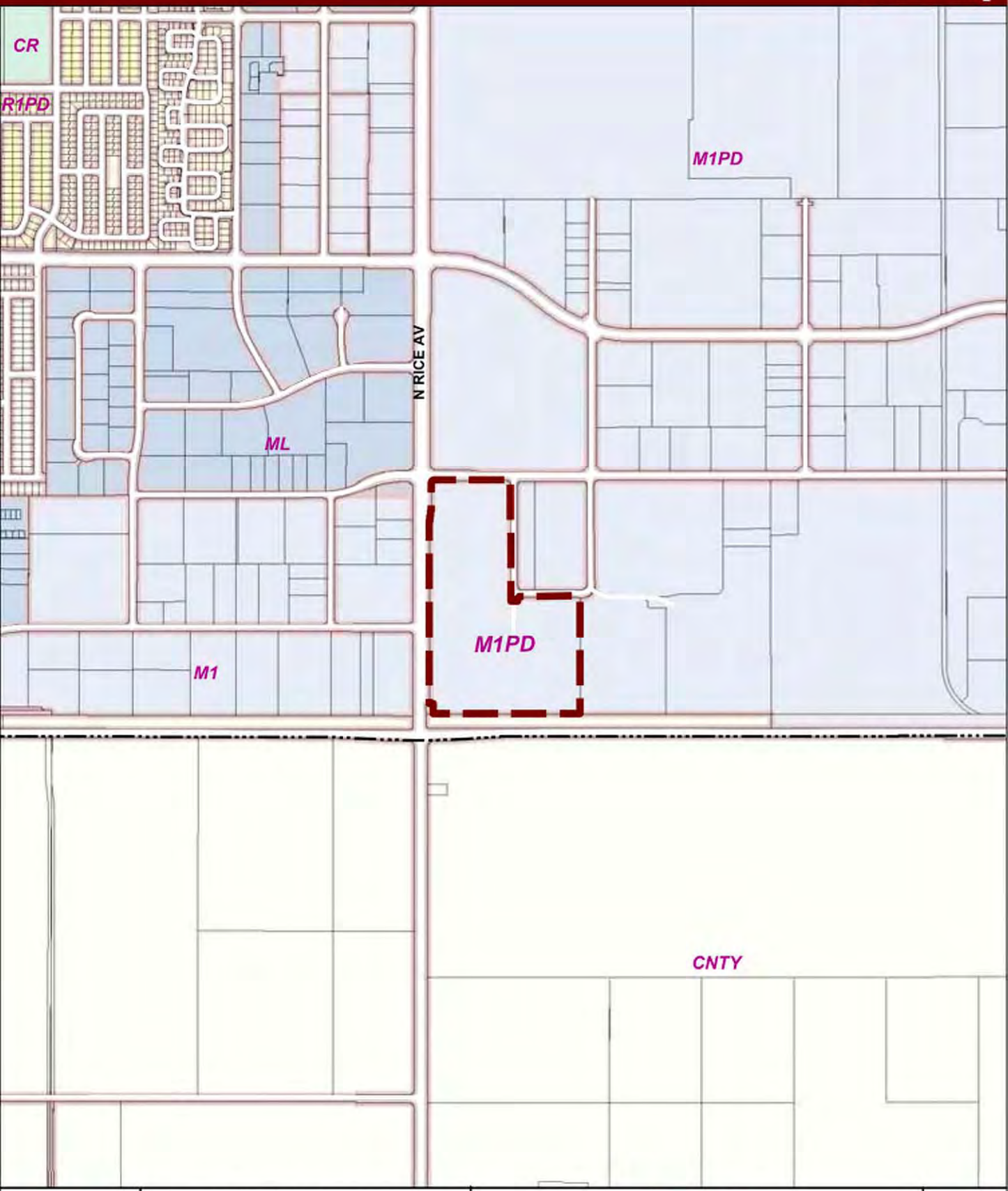
Oxnard Planning
November 8, 2011

PZ 11-500-10, 10-300-05
Location: 2600 Challenger Pl
APN: 216016040
Triliad Development Inc.

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

1:11,190

Zone Map



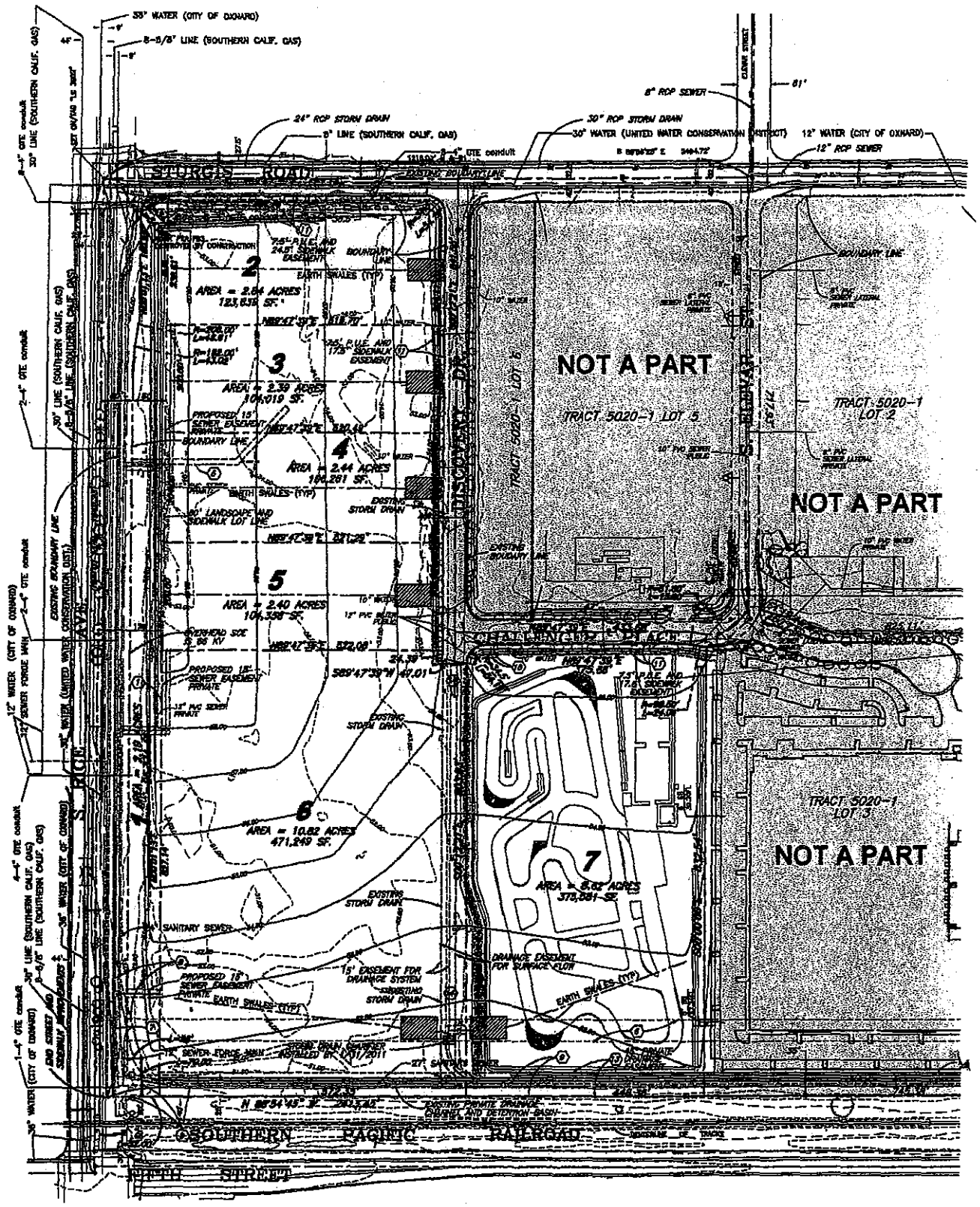
Oxnard Planning
November 8, 2011

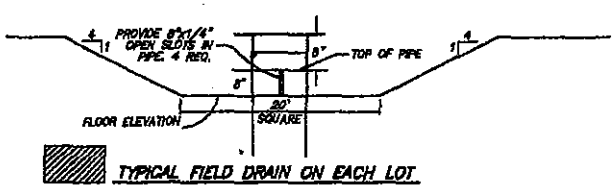
PZ 11-500-10, 10-300-05
Location: 2600 Challenger Pl
APN: 216016040
Triliad Development Inc.

0 225 450 900 1,350 1,800 Feet

Zone Map

1:11,505


STURGIS ROAD
SOUTHERN PACIFIC RAILROAD
NOT A PART
TRACT 5020-1 LOT 5
TRACT 5020-1 LOT 2
TRACT 5020-1 LOT 3
TRACT 5020-1 LOT 6
DISCOVERY DR.
CLARK STREET
BOUNDARY LINE
EXISTING BOUNDARY LINE
24" RCP STORM DRAIN
30" RCP STORM DRAIN
8" RCP SEWER
12" RCP SEWER
12" WATER (CITY OF OXNARD)
30" WATER (UNITED WATER CONSERVATION DISTRICT)
EARTH SWALES (TYP)
EXISTING STORM DRAIN
SANITARY SEWER
DRAINAGE EASEMENT FOR SURFACE FLOW
15' EASEMENT FOR DRAINAGE SYSTEM
PROPOSED 15' SEWER EASEMENT PRIVATE
PROPOSED 18' SEWER EASEMENT PRIVATE
7.5' P.U.E. AND 24.5' SIDEWALK EASEMENT
7.5' P.U.E. AND 17.5' SIDEWALK EASEMENT
2
AREA = 2.64 ACRES
123,638 SF.
3
AREA = 2.39 ACRES
104,019 SF.
4
AREA = 2.44 ACRES
106,281 SF.
5
AREA = 2.40 ACRES
104,558 SF.
6
AREA = 10.82 ACRES
471,249 SF.
7
AREA = 8.62 ACRES
375,581 SF.


PROVIDE 8"x1/4" OPEN SLOTS IN PIPE, 4 REQ.
TOP OF PIPE
FLOOR ELEVATION
30" SQUARE
TYPICAL FIELD DRAIN ON EACH LOT

MITIGATION MONITORING & REPORTING PROGRAM

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code §21081.6). The Mitigation Monitoring & Reporting Program (MMRP) is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP.

In order to implement this MMRP, the City of Oxnard will designate a Project Mitigation Monitoring & Reporting Coordinator ("Coordinator"). The coordinator will be responsible for ensuring that the mitigation measures incorporated into the project are complied with during project implementation. The coordinator will also distribute copies of the MMRP to those responsible agencies identified in the MMRP, which have partial or full responsibility for implementing certain measures. Failure of a Responsible Agency to implement a mitigation measure will not in any way prevent the Lead Agency from implementing the proposed project.

The following table will be used as the coordinator's checklist to determine compliance with required mitigation measures.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AIR QUALITY							
C-1 The developer shall prepare and submit an Air Emissions Mitigation Plan for Dust Control. This Plan shall be included as part of the construction contract and submitted to the City of Oxnard for review and approval prior to the issuance of grading permits. This plan shall include the following elements: • Fugitive dust throughout the construction site shall be controlled by the use of a watering truck or equivalent means, generally at least three times a day (except during and immediately after rainfall). Water shall be applied to all unpaved roads, unpaved parking areas or staging areas, and active portions of the construction site. Environmentally-safe dust control agents may be used in lieu of watering. • Revegetate or apply APCD-approved chemical soil stabilizers to all inactive portions of the construction site that are inactive for four or more days. • Suspend or curtail all excavation, earth moving, and grading operations during episodes of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties) to prevent fugitive dust from being a nuisance or hazard. • Material transported in trucks off site shall comply with State Vehicle Code Section 23114, with special attention to §23114(b)(F), (e)(2), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust. • Inform all employees involved in grading operations on the project to wear face masks during dry periods to reduce inhalation of dust. • Signs shall be posted on-site requiring traffic speeds to not exceed 15 miles per hour. • Sweep streets at the end of the day if visible soil material is carried over to adjacent streets and roads. • At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.	Verification of inclusion of specified practices during all phases of grading and construction to control dust	Once for review of construction plans prior to issuance of grading permit; field verification during grading and construction	Once for review of construction plans; field verification periodically throughout grading and construction	BES			
C-2 At all times during construction, Developer shall minimize	Verification of	Once for review	Once for review	BES			

Key: **BES = City of Oxnard Building and Engineering Services**
OPD = City of Oxnard Planning Department
OFD = City of Oxnard Fire Department

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.	compliance during grading activities	of construction plans prior to issuance of grading permit; field verification during grading	of construction plans; field verification periodically throughout construction				
C-3 During construction, contractors shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.	Verification of compliance during grading activities	Field verification during grading	Field verification periodically throughout construction	BES			
C-4 The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.	Verification of compliance during grading activities	Field verification during grading	Field verification periodically throughout construction	BES			
C-5 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.	Verification of compliance during the plan check process	Prior to issuance of a grading permit	Once prior to issuance of a grading permit	BES			
C-6 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).	Verification of compliance during the plan check process	Prior to issuance of a grading permit	Once prior to issuance of a grading permit	OPD, BES			
C-7 After grading of the subdivision site, the property owner(s) shall be responsible for minimizing fugitive dust being generated from the vacant lots, by applying water, soil binders, and/or groundcover landscape over the surface of the lots. Such application of water shall penetrate sufficiently to minimize fugitive dust during periods of high winds and/or prevent nuisance dust from leaving the site. Application of water, soil binders, and/or	Verification of compliance during grading activities	Once for review of construction plans prior to issuance of grading permit; field verification during grading	Field verification periodically throughout construction; thereafter, verification annually	BES, OPD			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
groundcover landscape shall be applied at least annually, or more frequently as needed to control fugitive or nuisance dust.							
CULTURAL RESOURCES							
E-1 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site that penetrates the original grade level. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning 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 or grading permits.	Verification of compliance during the plan check process	Prior to issuance of a grading permit	Once prior to issuance of a grading permit	OPD, BES			
E-2 Developer shall contract with a qualified archaeological monitor to be present during any subsurface grading, trenching or other construction activities on the project site that penetrates the original grade level. A data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any grading being undertaken. 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 may be required. In cases where the resources are unique, then 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. The monitor shall provide a weekly report to the Planning Division summarizing their activities and findings. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building or grading permits. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of grading activities. The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work	Verification of compliance during the plan check process	Prior to issuance of a grading permit	Once prior to issuance of a grading permit	OPD, BES			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or the successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the study.							
TRANSPORTATION & TRAFFIC							
O-1 Rice Avenue/Sturgis Road – Developer shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one 'de facto' right-turn lane, to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.	Verification of fee payment	Prior to the issuance of a building permit	Once during plan check	BES, OPD			
O-2 Developer shall pay the applicable County/City Traffic Impact Fee(s) prior to issuance of a building permit.	Verification of fee payment	Prior to the issuance of a building permit	Once during plan check	BES, OPD			
UTILITIES & SERVICE SYSTEMS							
P-1 The developer shall pay the applicable Calleguas Capital Construction charges prior to issuance of a building permit.	Verification of fee payment	Prior to the issuance of a building permit	Once during plan check	BES			

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Planning Division
14 South 'C' Street
Oxnard, CA. 93030
Phone (805) 385-7858
Fax (805) 385-7417

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-04

Planning & Zoning Permit No. 11-500-10
(Special Use Permit) &
Planning & Zoning Permit No. 10-300-05
(Tentative Subdivision Map No. 5885)

Introduction

This Initial Study/Mitigated Negative Declaration has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, CEQA *Guidelines* as revised, and the City of Oxnard Threshold Guidelines, as revised. Section 15063(c) of the CEQA *Guidelines* states that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e. City of Oxnard) with information to use as the basis for deciding whether to prepare a Program, Supplemental, Subsequent, or Project Environmental Impact Report (EIR), a Negative Declaration, a Mitigated Negative Declaration (MND), or an Addendum to a previous MND/EIR;

2. Enable an applicant and/or Lead Agency to modify a project to mitigate adverse impacts, thereby enabling the project to qualify for a Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and

4. Facilitate environmental assessment early in the design of a project;

5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

6. Eliminate unnecessary environmental review ; and

7. Determine whether a previously prepared EIR or Mitigated Negative Declaration could be used with the project.

The purpose of the City of Oxnard *Threshold Guidelines* is to inform the public, project applicants, consultants, and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. Furthermore, the *Threshold Guidelines* provide instructions for completing the Initial Study and determining the type of environmental document required for individual projects.

An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed. Determining the significance of environmental impacts is a critical and possibly controversial aspect of the environmental review process. A determination of significance may require that the project be substantially altered, or that mitigation measures be employed to avoid the impact or reduce it below the level of significance. If the significant adverse impact cannot be reduced or avoided, an EIR must be prepared to allow decision makers to consider adopting overriding considerations.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a topic that may not be clearly defined by an objective scientific standard or the law. The State CEQA Guidelines define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there are topics for which there is no clear definition of what constitutes a substantial change because the significance of an activity may vary according to location, context, and/or local community standards.

To help clarify and standardize decision-making in the environmental review process, Oxnard has adopted thresholds of environmental significance in several topical areas. Thresholds are measures of environmental change that are either quantitative for topics like noise, air quality, and traffic; or qualitative for topics like aesthetics, land use compatibility, and biology. For some projects special studies and/or outside professional judgment may enter into the decision-making process. Therefore, Oxnard's thresholds are intended to supplement CEQA provisions governing the definition of significance.

The City's 1995 environmental thresholds are being updated as part of the 2030 General Plan environmental review and certification process. New thresholds are anticipated by the end of 2009 or early 2010. In the interim, thresholds used in recent large environmental impact reports (The Village Specific Plan, Ormond Beach) and the 2030 General Plan EIR are considered more current than the 1995 *Thresholds Guidelines* where they may conflict.

When other agencies have some jurisdiction or discretionary action over a project, the project proponent will have to meet the thresholds, design, mitigation, and monitoring requirements imposed by those agencies, as well as those established by the City of Oxnard.

CITY OF OXNARD
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Tentative Subdivision Map No. 5885 & Special Use Permit No. 11-500-10

2. Lead Agency Name & Address: City of Oxnard, Planning Division, 214 South 'C' St., Oxnard, CA.
3. Contact Person & Phone Number: Brian Foote, A.I.C.P., Associate Planner (805) 385-8312

4. Project Location: 150, 300, 350, 400 Discovery Drive and 2700 Challenger Place (APN: 216-0-160-405) and 2600 Challenger Place (APN: 216-0-160-485). See Figure 1 – Vicinity Map, and Figure 2.

5. Applicant Name & Address: Triliad Development Inc., agent for property owner PEGH Investments LLC, 270 Conejo Ridge Ave., Suite 200, Thousand Oaks, CA 91361-4944.

6. General Plan Designation: Industrial Light (ILGT)
7. Zoning: Light Manufacturing Planned Development (M-1-PD)

8. Description of Project: The project consists of two phases. Phase I of the proposal is to construct a speculative 162,574 square-foot concrete tilt-up industrial building. Proposed square-footage is: 132,000-sq.ft. for manufacturing; 10,000-sq.ft. for warehousing; 8,500-sq.ft. for offices; and 12,000-sq.ft. of future mezzanine area for offices. Overall height is proposed to be approximately 37'6". Site improvements will include parking lots with a total of 356 spaces, landscaping and driveways, and related utilities and site improvements on an 8.62-acre portion of a vacant property. Approximately 39.2% of the project site will be building footprint area, 14.5% as landscape areas, 14.1% as truck yard area, 29.1% as parking and driveway areas, and 3.1% as other (sidewalks, storm channel areas, etc.). Phase I includes a subdivision to create seven parcels varying in size between 2.19 and 10.82 acres each, for future industrial development consistent with the M-1-PD zone, with one parcel intended to accept drainage from the subdivision site. The Phase I project also includes possible modification to the improvements and building at 2700 Challenger Place (immediately east and adjacent to 2600 Challenger Place) on the west and north sides, in order to create one joined truck/dock yard between 2600 and 2700 Challenger Pl., by removal of the westerly parking lot and a portion of the northerly parking lot and replacement with concrete.

   Phase II of the project is the future speculative development of Lots 2 – 6 in an unspecified time frame. A separate Special Use Permit will be required for each lot at the time of future development, with appropriate review by the Development Advisory Committee as well as Planning Commission review. The following table lists the proposed parcel sizes and the maximum potential build-out for each parcel. The maximum allowable Floor-Area Ratio (F.A.R.) for manufacturing uses is 0.40:1, and for warehouse uses is 0.50:1. As an example, if each parcel was developed with structures for manufacturing uses, then the maximum floor area could be up to 514,032 square-feet. If each parcel was developed with warehousing uses, then the maximum floor area could be up to 642,541 square-feet. Typically, manufacturers will have a portion of the structure dedicated to ancillary office and storage space as well.

Table 1. Proposed Parcels & Maximum Potential Floor-Area Ratio (F.A.R.)

PARCEL No.	PROPOSED USE	PROPOSED LOT SIZE	Maximum SF (manufacturing)	Maximum SF (warehousing)
1	Common Lot	2.19 acres	n/a	n/a
2	Light Industrial	2.84 acres	49,455	61,819
3	Light Industrial	2.39 acres	41,607	52,009
4	Light Industrial	2.44 acres	42,504	53,130
5	Light Industrial	2.40 acres	41,735	52,169
6	Light Industrial	10.82 acres	188,499	235,624
7	Light Industrial	8.62 acres	150,232	187,790
Total land area =		31.70 acres		
Maximum Potential Floor Area =			*514,032*	*642,541*

9. Surrounding Land Uses and Setting: The westerly two-thirds of the site is vacant, and the easterly third has been previously developed with a cart racing track and a 28'x38' single-story structure. The race track and all structures will be removed and the site graded in preparation for the speculative industrial building. The remainder of the lot (westerly two-thirds) is vacant except for fencing, sidewalks, and landscaping around the perimeter of the property. The proposed project site is relatively flat, with up to 2% slope, and vegetated with non-native and opportunistic shrubs and grasses. No environmentally-sensitive habitat (e.g. sensitive species or habitat, creeks, wetlands, migratory wildlife, etc.) exists on, or adjacent to, the proposed project site.

   Railroad tracks border the site to the south, with Fifth Street and agricultural lands beyond. The Haas Automation industrial facilities are located to the east of the proposed project site, while the Purepak industrial facilities are located to the north. The CalCoast farm equipment sales facility and a multi-tenant manufacturing/industrial facility are located across Rice Avenue to the west and northwest, respectively, from the proposed project site.

Table 2. General Plan, Zoning, and Land Use

Location	Zoning Designation	General Plan	Existing Land Use
Project Site	M-1-PD	ILGT	Vacant (west 2/3) & race track (east 1/3)
North	M-1-PD	ILGT	Oxnard Produce; Seminis Vegetable Seeds
South	R-1	ILGT	Railroad track, Fifth Street, Agriculture
East	M-1-PD	ILGT	Haas Automation buildings
West	M-1	ILGT	Rice Ave.; multi-tenant industrial complex

Note: M-1-PD – Light Manufacturing Planned Development R-1 – Single-Family Residential
ILGT – Industrial Light

10. Other agencies whose approval is required (e.g., permits, financing approval, participation agreement): Ventura County Air Pollution Control District

11. The following reports and studies have been prepared by independent consultants to analyze the proposed development, and are hereby incorporated by reference. These reports and studies are

available for review at the City of Oxnard Service Center, located at 214 South 'C' Street in downtown Oxnard, during the hours of 8:00 a.m. to 6:00 p.m. Monday through Thursday, and 9:00 a.m. to 5:00 p.m. on alternating Fridays.

- *Phase I Archaeological Survey for the APN No. 216-0-160-405 & -455 Study Area, City of Oxnard, Ventura County, California*, (June 3, 2005). Prepared by W & S Consultants, Simi Valley CA.

- *Geotechnical Engineering Report for Haas Automation Building No. 5*, (September 14, 2011). Prepared by Earth Systems Southern California, Ventura CA.

- *Haas Tech Center Project Traffic Impact Analysis*, (August 11, 2011). Prepared by RBF Consulting, Irvine CA.

- *Hydrologic & Hydraulic Drainage Report for Tract 5020 (This portion is Tract 5885), Addendum No. 7*, (December 2010). Prepared by Daniel Engineering, Ojai CA.

- *Hydrologic & Hydraulic Drainage Report for Tract 5020, Addendum No. 8*, (October 2011). Prepared by Pace Advanced Civil Engineering, Inc., Fountain Valley CA.

Figure 1: Vicinity Map

Figure 2: Aerial Photo

Aerial Map

Oxnard Planning
November 8, 2011

PZ 11-500-10, 10-300-05
Location: 2600 Challenger Pl
APN: 216016040
Triliad Development Inc.

0 125 250 500 750 1,000 Feet

Aerial Map

2007 Aerial

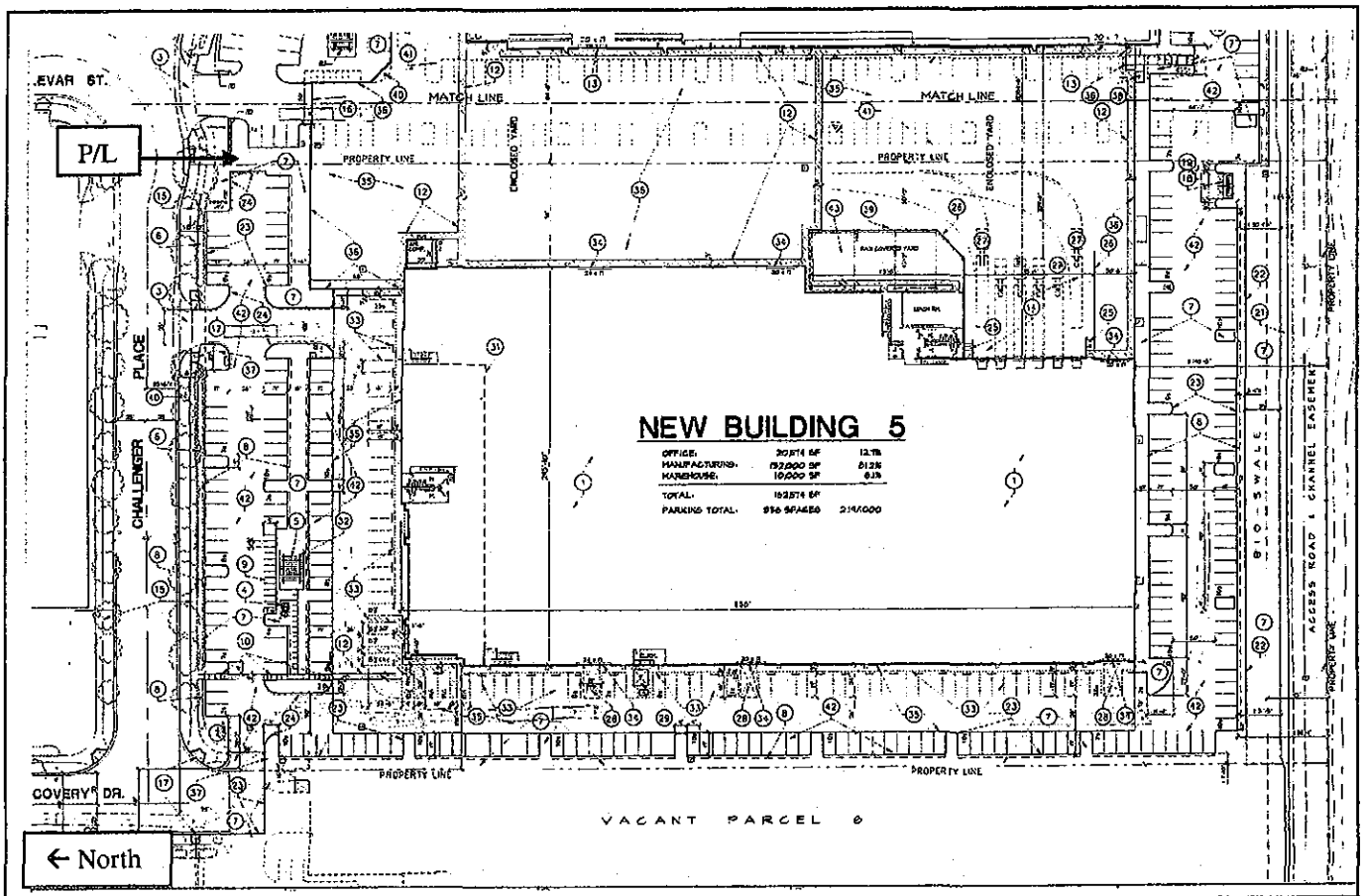
Figure 3: Tentative Map

Figure 4: Conceptual Site Plan

P/L

← North

Figure 4: Conceptual Site Plan



PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (MND No. 11-04)

The City of Oxnard Planning Division has evaluated the following project for environmental impacts:

> Planning & Zoning Permit Nos. 11-500-10 (Special Use Permit) and 10-300-05 (Tentative Subdivision Map) – A request to construct a 162,574-sq.ft. concrete tilt-up speculative industrial building and related site improvements on an 8.62-acre portion of a vacant 32-acre property; a request for a tentative tract map to subdivide approximately 32 acres into seven parcels varying in size between 2.19 and 10.82 acres each, for future industrial development consistent with the M-1-PD zone; and modification to the westerly side of the existing building and site located at 2700 Challenger Place adjacent to the property at 2600 Challenger Place to create one shared truck yard. Located at 2600 and 2700 Challenger Place; and 150, 300, 350, 400 Discovery Drive (APN's: 216-0-160-405, -485). Filed by Valerie Draeger, Triliad Development, Inc., on behalf of owner PEGH Investments LLC, 270 Conejo Ridge Ave., Suite 200, Thousand Oaks, CA 91361-4944.

In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Oxnard has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND No. 11-04) may be adopted.

The draft document may be reviewed online, from the City webpage. Go to www.planning.cityofoxnard.org, then "Environmental Documents" (on the right side of the page) to select and view the draft document. Alternatively, the draft document is available for review at the Oxnard Planning Division office, 214 South C Street (8:00 a.m. to 6:00 p.m., Monday through Thursday, and 8:00 a.m. to 5:00 p.m. on alternate Fridays), and at the Oxnard Public Library, 251 South "A" Street (9:00 a.m. to 8:00 p.m., Monday through Thursday, and 9:00 a.m. to 5:30 p.m. on Saturday and 1:00 p.m. to 5:00 p.m. on Sunday).

The public review period begins on December 3, 2011, and will end on December 22, 2011. All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Brian Foote, Associate Planner, at (805) 385-8312 or 'Brian.Foote@ci.oxnard.ca.us' and written comments may be mailed or faxed (805) 385-7417 to the City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

11/28/2011
Date

Susan L. Martin, AICP
Planning Division Manager

cc: Applicant
County Clerk
MND Distribution List

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
BRIAN FOOTE	Associate Planner
Print Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used – Identify and state where they are available for review.
    b. Impacts Adequately Addressed – Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures – For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identity: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significance.

A. AESTHETICS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less than Significant Impact**	**No Impact**
1. Have a substantial adverse effect on a scenic vista? (*2020 General Plan, VIII - Open Space/ Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☒	☐
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (*2020 General Plan, VIII - Open Space/ Conservation Element; XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☒	☐

Discussion:

1) Fifth Street and Rice Avenue are designated as City Image Corridors in the *2020 General Plan* (Figure XII-2). The surrounding vicinity has been previously developed with industrial projects, and the project will comply with the development standards (e.g. structure height) of the zone. The project after development will not obtrusively project into the skyline and would not be out of scale or character with the surrounding development, and introduction of the proposed project would be visually consistent with the surrounding urban uses and would not have a significant effect on the City Image Corridors. **Therefore, a less than significant adverse visual impact on a public scenic vista is expected to result from the proposed development.**

2-3) The project site is flat, vacant, with no landmarks or other distinguishing natural or man-made features, and surrounded by urban uses. The *2020 General Plan* does not designate the project site or its surroundings as a scenic or historic resources. The project after development will not obtrusively project into the skyline and would not be out of scale or character with the surrounding development, and introduction of the proposed project would not have a significant effect on a Scenic Highway. Surrounding development

consists of industrial facilities to the north, east and west. Agricultural fields are located to the south across Fifth Street. **Therefore, no significant adverse visual impacts will occur.**

4) All project design plans would be subject to review by the Development Advisory Committee (DAC) upon submittal of an application for a use permit. Consequently, future development would not be permitted to introduce a substantial new source of light or glare that would be greater than light and glare sources that presently exist in the area from similar development. **Therefore, any impacts from light and glare will be less than significant.**

Cumulative Development:
1-4) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, no additional adverse aesthetic cumulative impacts will occur on the east side of Oxnard as a result of cumulative projects.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

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

* In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland.

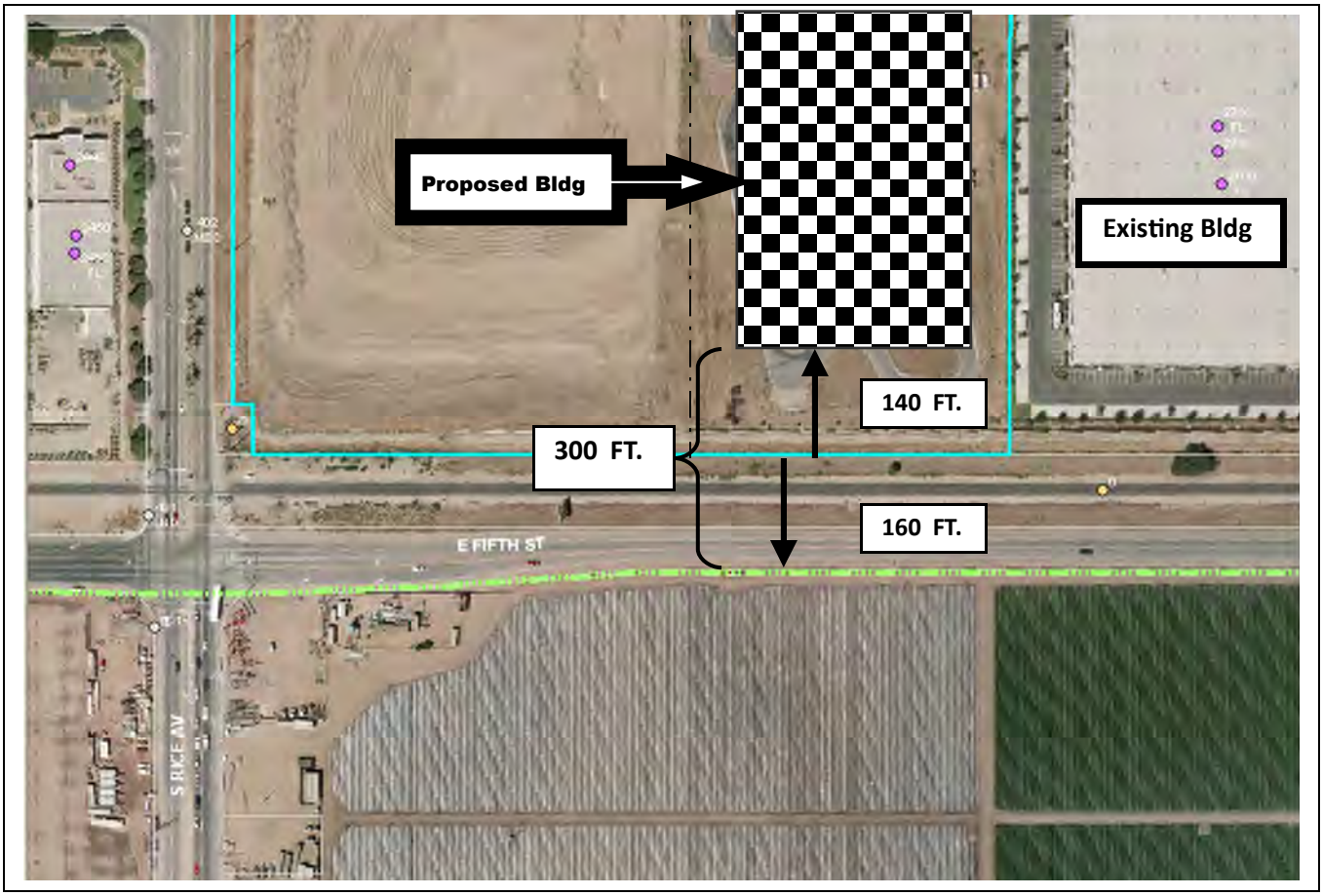
Discussion:

1, 3) According to the *2020 General Plan* (Figures VIII-4 and VIII-5), soils on-site consist of Class II soils in the Camarillo-Hueneme-Pacheco Association. Camarillo-Hueneme-Pacheco Association soils consist of level and nearly level, very deep, poorly drained loamy sands and silty clay loams. According to the California Department of Conservation (CDC), the project site is not considered to be Prime Farmland, nor Farmland of Statewide Importance. No portion of the site is subject to a Williamson Act Contract. The project site is located in an urbanized developed area largely surrounded by urban development, and the *2030 General Plan* designates the subject site for urban land uses, therefore future development of the property will not result in development pressure on agricultural land located within the City's planning sphere or outside the City Urban Restriction Boundary (CURB) line. **Therefore, no impacts are anticipated related to these agricultural resources.**

2) Agricultural fields are currently in production to the south across Fifth Street (approximately 180 feet from the boundary of the subject property). The neighboring farmland to the south within the County's jurisdiction is considered to be farmland of Statewide significance. According to the Agricultural/Urban Buffer Policy of Ventura County, there should be a minimum of 300 feet of separation between active agricultural land uses and new development. The proposed 300-foot separation distance between the proposed structure (building and truck yard) and nearest agriculture land use is an adequate buffer. The 300 feet consists of 140 feet between the proposed structure and the southerly property line, plus 160 feet from the southerly property line to the agricultural land. The project is consistent with 2030 General Plan policy

CD-6.1 (requiring adequate agricultural buffers adjacent to urban land uses). No mitigation measures are required. **Therefore, any impact will be less than significant.**

Figure 5 – Agricultural Land Use



Cumulative Development:
1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. Future development will comply with the Agricultural/Urban Buffer Policy of Ventura County. Therefore, no additional adverse agricultural impacts are anticipated in Oxnard as a result of cumulative projects.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

C. AIR QUALITY* Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less than Significant Impact**	**No Impact**
1. Conflict with or obstruct implementation of the applicable air quality plan? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002Computer Program)*	☐	☐	☒	☐
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☒	☐	☐
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)*	☐	☐	☒	☐
4. Expose sensitive receptors to substantial pollutant concentrations? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)*	☐	☐	☐	☒
5. Create objectionable odors affecting a substantial number of people? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)*	☐	☐	☐	☒

* Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Discussion: The City of Oxnard and the proposed project are located within the jurisdiction of the Ventura County Air Pollution Control District (APCD). *It is the applicant's responsibility to contact the APCD to verify compliance with any permitting needs of the APCD.*

1, 2, 3) Short-term impacts to air quality are the result of grading and other construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. The Air Pollution Control District considers short-term activities related to construction to be temporary and less than significant impacts. Standard APCD mitigations will be required in order to minimize on-site construction emissions and maximize dust suppression. In addition, the Best Management Practices (BMP's) contained in the Storm Water Pollution Prevention Plan (SWPPP) is a standard requirement applicable to all development projects, and will include devices that will help to control dust production (such as sandbagging the perimeter of the project site to prevent dirt from draining from the site and being pulverized by passing vehicles; tire cleaning devices on-site at all driveways to prevent dirt from being tracked into the streets). By requiring compliance with standard APCD permitting requirements, short-term air quality impacts would be considered less than significant. According to APCD regulations, any on-site combustion equipment that is rated at 50 horsepower or greater, such as electrical generators or portable air compressors, must have an

APCD Permit to Operate or be registered with the California Air Resources Board (CARB) Portable Equipment Registration Program. Mitigation measures C-1 through C-7 will reduce emissions to the extent that is practically feasible during construction. **Therefore, with mitigation, the short-term impacts to air quality are less than significant.**

Long-term impacts of the proposed project will result in an increase in vehicle trips to and from the site. Potential long-term air quality impacts associated with the proposed project can be contributed primarily to vehicle emissions. The proposed structure(s) will be been designed to reduce long-term emissions (e.g. compliance with Title 24 CCR requirements, etc.). The City's adopted threshold of significance for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NOx) emissions is 25 pounds per day for both substances. Project emissions were calculated utilizing the Urban Emissions (URBEMIS 2007, Version 9.2.4) computer modeling program.

The URBEMIS simulation for the proposed project assumes that all parcels will be developed with primarily manufacturing uses. For purposes of the URBEMIS model, the proposed industrial building office/mezzanine size (20,500-sq.ft.) and storage space (10,000-sq.ft.) has been included in the manufacturing square-footage (132,000-sq.ft.), because the offices/mezzanine and storage/warehouse areas are considered ancillary and related to the primary use as a manufacturing facility. Based on the development potential (F.A.R.) listed in Table 1 previously, it is assumed that Lots 2 – 6 will be developed in the future with primarily manufacturing uses, totaling 363,800-sq.ft. (see also Alternative 2 identified in the project Traffic Impact Analysis, pages 1 & 2). Table 3 summarizes the development assumptions regarding potential build-out, in a time frame that could be between 10 to 20 years or more. The combined total used in the URBEMIS model, therefore, assumes a total of 526,300-sq.ft. (363,800 + 162,500 = 526,300) for analysis purposes.

Table 3. Estimated Future Square-Footage, by Parcel, for URBEMIS Model.

PARCEL No.	PROPOSED USE	Maximum SF (manufacturing)	Maximum SF (warehs./storage)	Maximum SF (offices)
1	Common Lot	none	none	none
2	Light Industrial	49,455	0	0
3	Light Industrial	41,607	0	0
4	Light Industrial	42,504	0	0
5	Light Industrial	41,735	0	0
6	Light Industrial	188,499	0	0
7	Light Industrial	132,000*	10,000*	20,500*
Total Estimated Sq.Ft. =		*495,800*	*10,000*	*20,500*

* Proposed square-footage with PZ No. 11-500-10 (Special Use Permit).

Assumptions used in the URBEMIS model include a construction schedule during year 2012. The project site has been previously mass graded, so no mass grading is assumed to be needed. Fine site grading activity is assumed to begin on March 1 and end on March 30, 2012. Building construction work is assumed to begin on April 2 and end on July 31, 2012. Paving and architectural coating work is assumed to begin on August 1 and end on August 31, 2012.

The vehicle fleet mix (in the operational data section of URBEMIS) was modified from the default settings in order to better represent the proposed industrial/manufacturing land use. For example, the default settings

include motor home trips and school buses in the fleet mix (e.g. 1.5% and 0.1% of trips, respectively); however, since an industrial land use is not expected to generate trips by motor homes or school buses, the settings were changed to 0%. The vehicle fleet was further modified to assume the following mix of vehicle types: 3% each for Heavy-Heavy Truck, Medium-Heavy Truck, Light-Heavy Truck (10,001 – 14,000 lbs), Light-Heavy Truck (8,501 – 10,000 lbs), Medium Truck, and Light Truck (3,751 – 5,750 lbs); 9% Light Truck (< 3,750 lbs); 72% Light Auto; and 1% Motorcycle. All types of transport/delivery trucks combined are 27% of the fleet mix, with automobiles and motorcycles (i.e. employees and customers) comprising the remaining 73%.

Results from the URBEMIS model simulation for opening year 2013 are summarized in Table 4 (see also Appendix 1 for complete results). The URBEMIS model estimates that the proposed project will not generate ROC or NOx emissions that would exceed the City's air quality thresholds. According to the URBEMIS results for opening year 2013, ROC emissions would be 2.01 tons per year, or 11.01 pounds per day (2.01 x 2000 = 4,020 / 365 = 11.014); this amount would not exceed the threshold of 25 pounds per day, and therefore, is not potentially significant. NOx emissions for opening year 2013 would be 4.21 tons per year, or 23.07 pounds per day (4.21 x 2000 = 8,420 / 365 = 23.068); this amount would not exceed the threshold of 25 pounds per day. The URBEMIS results for years 2014 through 2017 also indicated that the emissions would decrease in future years; Table 4 lists the results for years 2014 through 2017. **Therefore, the long-term impacts to air quality are considered to be less than potentially significant.**

Table 4. Annual Emissions (Area Source & Operational), 2013 – 2017.

	Amount of Emissions, Tons per Year		*Amount of Emissions, Pounds per Day*	
Modeled Year	ROC	NO_x	ROC	NO_x
Operations Year 2013:	2.01	4.21	11.01	23.07
Operations Year 2014:	1.90	3.81	10.41	20.88
Operations Year 2015:	1.80	3.43	9.86	18.79
Operations Year 2016:	1.72	3.13	9.42	17.15
Operations Year 2017:	1.63	2.88	8.93	15.78
Max. Annual Emissions:	2.01	4.21	11.01	23.07
APCD Threshold Amount:	–	–	25.0	25.0
Exceeds Threshold?	n/a	n/a	No	No
Potentially Significant Impact?			**No**	**No**

Source: URBEMIS 2007, Version 9.2.4

Consistency with the 1997 *Air Quality Management Plan* (AQMP). The Ventura County Air basin is currently a non-attainment area for both the Federal and State standards for ozone, and the State standards for PM10. Exceeding the air quality standards is the result of past and ongoing urban and rural development

that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. It should be noted, however, that the goal of the Ventura County *Air Quality Management Plan* (AQMP), which was most recently revised in 1997, is to reduce pollutant concentrations below National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls. The plan predicts attainment of the Federal ozone standards by the year 2005. To achieve full compliance, the Federal 1-hour ozone standard cannot be exceeded by more than one day in any year for three consecutive years. Although there were no events exceeding the Federal 1-hour ozone standard throughout the South Central Coast Air Basin in 2004 and 2005, there were two episodes in 2003. Attainment, therefore, has not yet been achieved.

The project is consistent with the site's land use designation in the 2020 General Plan and 2030 General Plan. In addition, the population increase upon occupancy is within the current and future demographic projections for the City. According to the APCD Guidelines, the consistency of a project with the current Ventura County Air Quality Management Plan is assessed based on whether the project is consistent with the local land use designation and current population projections. As the current project is consistent with the site's land use designation and within the adopted VCOG demographic projections for the area, the project is considered to be consistent with the Ventura County Air Quality Management Plan.

<u>Greenhouse Gases</u>.

Background. In response to growing scientific and political concern with global climate change, California has recently adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities within the State. In September 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB32, into law. AB 32 commits the State to achieving 1990 levels of GHGs by 2020. To achieve this goal, AB32 mandates that the ARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Senate Bill (SB) 1368, a companion bill to AB 32, requires the California Public Utilities Commission (PUC) and CEC to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

In October 2006, Governor Schwarzenegger issued an Executive Order in which he designated the Cal/EPA Secretary with the primary responsibility for implementing AB 32 (rather than providing the ARB with unfettered discretion as the law required). In late December, the Governor announced the members of a blue-ribbon Market Advisory Committee board to devise approaches to develop a market for carbon trading. More developments are likely as the Governor and the Legislature determine who has primary responsibility for implementation and the relationship between regulations and market-based mechanisms. Because, the intent of AB 32 is to limit 2020 emissions to the equivalent of 1990, and the present year (2007) is near the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of greenhouse and not just new general development projects.

In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report "). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

Setting – Existing State-Wide Greenhouse Gas Emissions. In December 2006, the California Energy Commission published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*. This report indicates that California is the second largest emitter of greenhouse gasses in the United States next to Texas. This is largely a result of the number of people living in a large state, as opposed to a small state such as Rhode Island. California generates about half as much CO_2 emissions as Texas. When considering fossil fuel emissions at the individual person level, California is second lowest in the nation in per capita CO_2 emissions with only the District of Columbia lower. Between 1990 and 2000, California's population grew by 4.1 million people and during the 1990 to 2003 period, California's gross state product grew by 83 percent (in dollars, not adjusted for inflation). However, California's greenhouse gas emissions grew by only 12 percent between 1990 and 2003. The report concludes that California's ability to slow the rate of growth of greenhouse gas emissions is largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. In fact, the State's programs and commitments lowered its greenhouse gas emissions rate of growth by more than half of what it would have been otherwise.

Impacts – Greenhouse Gas Emissions. No air agency, including the VCAPCD, or municipality, including the City of Oxnard, has yet established project-level significance thresholds for GHGs emissions. Thus, emissions of GHGs can be quantified, but should not be used to determine significance under CEQA. Furthermore, the regulations required to meet the goal under AB 32 of reducing emissions to 1990 levels by 2010 are still under development, expected to be finalized by January 1, 2008, and implemented no later than January 1, 2010. The list of discrete early action measures that can be adopted and implemented before January 1, 2010, was adopted by the ARB in June, 2007. The three early action measures focus on major State-wide contributing sources and industries, not on individual development projects or practices. These three measures are: 1) a low-carbon fuel standard; 2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and 3) increased methane capture from landfills. At this time, there is no single criterion by which the implementation of a project can be judged to support or hinder attainment of the State's goals. The project's emissions are below the adopted thresholds for NOx and ROC, and a possible GHG threshold being considered would use the same threshold, resulting in no significant impact, if that GHG threshold is adopted. In the absence of an adopted GHG threshold, no impact determination is made for the project.

Compliance with Strategies. The consistency of the proposed project with the strategies from the 2006 CAT Report is evaluated in Table 5. As shown, the project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California.

Table 5
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	Consistent. The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Consistent. Current State law restricts diesel truck idling to five minutes or less. Diesel trucks parking or making deliveries to the project site are subject to this state-wide law.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	Consistent. This strategy applies to consumer products. All applicable products would comply with the regulations that are in effect at the time of manufacture.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore)	
Require all new transportation refrigeration units (TRU) to be equipped with electric standby.	Not applicable.
Require cold storage facilities to install electric infrastructure to support electric standby TRUs.	Not applicable.
Off-road Electrification	Not applicable.
Port Electrification	Not applicable.
Manure Management Improved management practices, manure handling practices, and lagoon/liquid waste control options.	Not applicable.
Semi Conductor Industry Targets Emission reduction rules for semiconductor operations.	Not applicable.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	Consistent. The diesel vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.
Alternative Fuels: Ethanol Increased use of E-85 fuel.	Consistent Future employees at the project site could purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity.

Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	Consistent. The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Reduced Venting and Leaks on Oil and Gas Systems Improved management practices in the production, processing, transport, and distribution of oil and natural gas.	Not applicable.
Hydrogen Highway The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	Not applicable.
Achieve 50% Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	Consistent. The project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling containers provided at the project site will promote recycling of paper, metal, glass, and other recyclable material.
Landfill Methane Capture Install direct gas use or electricity projects at landfills to capture and use emitted methane.	Not applicable.
Zero Waste – High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	Consistent. As discussed in Section P (Utilities and Service Systems), Impacts Found to be Less Than Significant, the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling bins will be provided at the project site to promote recycling of paper, metal, glass, and other recyclable material. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.
Department of Forestry	
Forest Management Increasing the growth of individual forest trees, the overall age of trees prior to harvest, or dedicating land to older aged trees.	Not applicable.
Forest Conservation Provide incentives to maintain an undeveloped forest landscape.	Not applicable.
Fuels Management/Biomass Reduce the risk of wildland fire through fuel reduction and biomass development.	Not applicable.
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	Consistent. The landscaping proposed for the project would include new trees.

Afforestation/Reforestation Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Not applicable.
Department of Water Resources	
Water Use Efficiency Approximately 19% of all electricity, 30% of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Consistent. Under State law, any appliances that are purchased for future tenants would be consistent with energy efficiency standards that are in effect at the time of manufacture.
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	Consistent. Existing and future employees of the project site could purchase tires for their vehicles that comply with state programs for increased fuel efficiency.
Cement Manufacturing Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not applicable.
Municipal Utility Energy Efficiency Programs/Demand Response Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	Not applicable.
Municipal Utility Renewable Portfolio Standard California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.	Not applicable.
Municipal Utility Combined Heat and Power Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.	Not applicable.
Municipal Utility Electricity Sector Carbon Policy State agencies to address ways to transition investor-owned utilities away from carbon-intensive electricity sources.	Not applicable.

Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	Not applicable.
Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools, information that advance cleaner transportation and reduce climate change emissions.	Not applicable.
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	Consistent. The project is an infill development at the corner of two arterials (including the future route of Highway 1), and may potentially be expanded in the future to include ITS assuming that funding was adequate.
Department of Food and Agriculture	
Conservation Tillage/Cover Crops Conservation tillage and cover crops practices are used to improve soil tilth and water use efficiency, and to reduce tillage requirements, labor, fuel, and fertilizer requirements.	Not applicable.
Enteric Fermentation Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	Not applicable.
State and Consumer Services Agency	

Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	Consistent. The project would be required to be constructed in compliance with the California Building Code standards that are in effect at the time of development. Currently, the 2010 California Building Codes are in effect; and the 2008 Energy Code remains in effect. The current CBC and Title 24 standards are at least 8.5% more efficient than those of the 2001 standards.
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewable in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Not applicable.
California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Consistent. Solar panels are not currently proposed as part of the project. However, roof framing will be included at the time of construction to allow current and/or future owners to easily install solar panels.
Investor-Owned Utility Programs These strategies include energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utilities.	Not applicable.
Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2007.	

4) Sensitive receptors are defined as young children, ill persons, elderly persons, hospitals, etc. No sensitive receptors or residential land uses are located in the vicinity of the project site. **Therefore, there will be no impact.**

5) Odors are typically associated with industrial type land uses (e.g. manufacturing, chemical production or processing, energy production, livestock, etc.). The proposed manufacturing and warehousing uses of the surrounding industrial facilities, including Haas Automation, does not create any noxious odors, and there have been no record of odors being generated in the vicinity of the project site. No uses are proposed that would create noxious odors. **Therefore, there will be no impacts.**

Cumulative Development:

1-5) Although the Ventura County Air Basin is currently a non-attainment area for federal and state standards for ozone and state standard for PM10, the APCD predicts attainment through implementation of the control mechanisms in its Air Quality Management Plan. The proposed project is consistent with population projections in the AQMP, will be consistent with the AQMP, and therefore cumulative impacts are considered to be less than significant. Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, no additional adverse air quality and related cumulative impacts will occur as a result of cumulative projects.

Mitigation Measure(s):

C-1 The developer shall prepare and submit an Air Emissions Mitigation Plan for Dust Control. This Plan shall be included as part of the construction contract and submitted to the City of Oxnard for review and approval prior to the issuance of grading permits. This plan shall include the following elements:

- Fugitive dust throughout the construction site shall be controlled by the use of a watering truck or equivalent means, generally at least three times a day (except during and immediately after rainfall). Water shall be applied to all unpaved roads, unpaved parking areas or staging areas, and active portions of the construction site. Environmentally-safe dust control agents may be used in lieu of watering.
- Revegetate or apply APCD-approved chemical soil stabilizers to all inactive portions of the construction site that are inactive for four or more days.
- Suspend or curtail all excavation, earth moving, and grading operations during episodes of high winds (i.e. hourly average wind speeds exceeding 30 mph) to prevent fugitive dust from being a nuisance or hazard.
- Material transported in trucks off site shall comply with State Vehicle Code Section 23114, with special attention to §23114(b)(F), (e)(2), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust.
- Inform all employees involved in grading operations on the project to wear face masks during dry periods to reduce inhalation of dust.
- Signs shall be posted on-site requiring traffic speeds to not exceed 15 miles per hour.
- Sweep streets at the end of the day if visible soil material is carried over to adjacent streets and roads.
- At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-2 At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-5 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.

C-6 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

C-7 After grading of the subdivision site, the property owner(s) shall be responsible for minimizing fugitive dust being generated from the vacant lots, by applying water, soil binders, and/or groundcover landscape over the surface of the lots. Such application of water shall penetrate sufficiently to minimize fugitive dust during periods of high winds and/or prevent nuisance dust from leaving the site. Application of water, soil binders, and/or groundcover landscape shall be applied at least annually, or more frequently as needed to control fugitive or nuisance dust.

Required Monitoring: Planning staff shall verify that all dust control measures (C-1 through C-7) are included on the grading plans. The Building Official, or designee, will monitor all applicable measures in the field until construction is completed.

Result After Mitigation: Less than significant.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (*2020 General Plan, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒

Discussion:

1, 4) The proposed in-fill project will likely result in the future industrial development on approximately 32 acres of land surrounded by urban development on three sides. Both the *2020 General Plan* and *2020 General Plan EIR* do not identify any species of plants or animals which are considered to be endangered, threatened, sensitive, candidate or special status on, or adjacent to, the project site. No environmentally-sensitive habitat, creeks, wetlands, or migratory corridors exist on, or adjacent to, the proposed project site. The project site is mostly vacant with non-irrigated opportunistic vegetation. No mitigation measures are required or recommended. **Therefore, no impacts are expected to occur.**

2, 3) The project will not have any adverse effect on any riparian habitat or other sensitive natural community as identified in local or regional plans, policies, regulations or by the California Department of Fish & Game or the U.S. Fish & Wildlife Service. There are no federally protected wetlands that occur on or adjacent to the project area. No mitigation measures are required or recommended. **Therefore, no impacts are expected to occur.**

5, 6) The proposal will not conflict with any local policies or ordinances that protect biological resources, or a Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No native plant communities or areas of unique or sensitive habitat identified in a local, regional or state habitat conservation plan are located within the vicinity of the project site. The project site is almost entirely vacant with non-irrigated opportunistic vegetation. No mitigation measures are required or recommended. **Therefore, no impacts are expected to occur.**

Cumulative Development:
1-6) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, no additional adverse biological cumulative impacts will occur as a result of cumulative projects.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☒
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☒	☐	☐
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
4. Disturb any human remains, including those interred outside of formal cemeteries? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☒

Discussion: The discussion in this section is based in part on the results of the *Phase I Archaeological Survey Report* (June 3, 2005), prepared by W & S Consultants, and is hereby incorporated by reference.

1) The project site does not contain any historical structures or resources, and was previously disturbed from development of a go-cart racing facility on the easterly third of the site. None of the following lists contained any properties within 1/8 mile (660 feet) of the project site: California Historical Landmarks; California Register of Historic Places; National Register of Historic Places; California Historic Resources Inventory; or California Point of Historical Interest. The subject property is not identified in a local register of historical resources or historical resource survey. No mitigation measures are required or recommended. **Therefore, there will be no impact to historical resources.**

2) An archaeological resource can be any material remains of past life, culture, or activities. The Oxnard Plain has a history of human habitation dating back thousands of years. Chumash Native Americans settled in the Ventura County area around 1500 AD. Previous literature searches undertaken through the UCLA Institute of Archaeology between 1984 and 1986 revealed seven archaeological sites in Ventura County. A records search for the project area was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System at California State University, Fullerton on November 7, 2011. The search verified that the subdivision site had been fully surveyed by a professional archaeologist in 2005, and two prehistoric cultural sites have the potential to exist in the immediate vicinity of the project area.

CEQA Regulations

Under CEQA Guidelines §15064.5, a project would potentially have significant impacts if it would cause a substantial adverse change in the significance of an archaeological resource (defined as a unique archaeological resource which does not meet the criteria of the California Register of Historic Resources). CEQA Guidelines §15064.5 defines significant archaeological resources as historical resources which meet the criteria for historical resources (see paragraph #1, *infra*) or resources which constitute unique archaeological resources. Where a project may adversely affect a unique archaeological resource, CEQA (under Public Resources Code §21083.2) requires that the Lead Agency (i.e. City of Oxnard) treat that effect as a significant environmental impact. When an archaeological resource is listed in or eligible to be listed in the California Register of Historic Resources (CRHR), Public Resources Code §21084.1 requires that any substantial adverse effect to that resource be considered a significant environmental impact.

Impacts to "unique archaeological resources" are also considered under CEQA, as described under Public Resources Code §21083.2. A unique archaeological resource implies an archaeological artifact, object, or site which it can be clearly demonstrated that – without merely adding to the current body of knowledge – there is a high probability that it meets one of the following criteria:
a) The archaeological artifact, object, or site contains information needed to answer important scientific questions, and there is a demonstrable public interest in that information; or,
b) The archaeological artifact, object, or site has a special and particular quality, such as being the oldest of its type or the best available example of its type; or,
c) The archaeological artifact, object, or site is directly associated with a scientifically recognized important prehistoric or historic event or person.

A non-unique archaeological resource indicates an archaeological artifact, object, or site that does not meet the above criteria. Impacts to non-unique archaeological resources and resources which do not qualify for listing on the CRHR receive no further consideration under CEQA, other than the simple recording of its existence by the CEQA Lead Agency.

City Regulations

The *2030 General Plan*, policies ER-11.1, 11.3, and 11.6 (page 5-10) require an archaeological resource survey and records search through the SCCIC, which have both been completed. Policy ER-11.1 requires archaeological monitoring during all grading activities, which is included in this Initial Study as a mitigation measure. The City of Oxnard *Threshold Guidelines* defines a significant archaeological resource as one that: a) is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory; b) can provide information that is both in the public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions; c) has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind; d) is at least one hundred years old and possess substantial geologic integrity; e) involves important research questions that historical research has shown that can only be answered by archaeological methods. CEQA Guidelines §15064.5 defines significant archaeological resources as historical resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A project-related significant adverse effect could occur if the project were to affect archaeological resources which fall under either of these categories.

Thresholds of Significance

For the purposes of this Initial Study, cultural resource impacts would be considered significant if the proposed project meets any one of the following criteria:
a) Violates State or local agency cultural resources standards; or,
b) Causes a substantial adverse change in the significance of an archaeological resource, including destruction or alteration of the resource or its immediate surroundings; or,
c) Causes a substantial adverse change in the significance of a historical resource as defined at the State level by eligibility on the California Register of Historic Resources (CRHR); or,
d) Disturbs any human remains, including those interred outside of formal cemeteries.

The applicable thresholds, in this case, are criteria A and B. The project does not meet Criteria C, as discussed in paragraph #1 (*infra*). The project does not meet Criteria D, as discussed in paragraph #4 (*supra*). If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study, but they need not be considered further in the CEQA process (CEQA Guidelines §15064.5(c)(4)).

Project Impacts

The applicant, Triliad Development Inc., retained a qualified consultant in year 2005 to conduct an intensive Phase I archaeological survey for the subject property. The *Phase I Archaeological Survey Report* (see Appendix II) indicates that the two prehistoric sites, CA-VEN-666 and CA-VEN-918, have been previously identified being located on or adjacent to the subdivision site. The area adjacent to Rice Avenue (westerly portion of the subdivision site) and Fifth Avenue (southwesterly portion of the subdivision site) has been previously heavily disturbed due to construction of infrastructure in the vicinity, such as roadways, railroad tracks, utility lines, storm drain system, etc. The proposed Lot 7, for the speculative industrial building, did not have the potential to contain any prehistoric sites on or near the site, and that easterly portion of the property had been previously developed with a cart racing facility. Prior to development, properties in the vicinity were used for agricultural production.

The entire subdivision site has been previously disturbed by historical agricultural activities, which disturbed the upper two to three feet of topsoil on a regular basis. About the year 2000, the site was covered with approximately four feet of fill dirt (i.e. four feet on top of original grade). The *Phase I Archaeological Survey Report* notes that surface evidence was not apparent in 2005 due to the presence of the fill dirt. Development of the westerly portion of the subdivision site and future grading below original grade (Lots 3 through 6), therefore, may affect cultural resources (if any are present) and mitigation measures are required to ensure that impacts will be less than significant. Future grading would include preparation of building pad/foundation areas, which entails excavation and re-compaction of the original grade by approximately two to three feet deep. After re-compaction, a minimum of 4 to 5 feet of fill dirt will be placed on top of the original grade and construction will commence. Installation of underground utility lines would then require trenching approximately 3 to 5 feet deep into the compacted fill (at or above the level of original grade). If potential impacts cannot be avoided through design of the project, then appropriate mitigation must be included to reduce impacts to a level that will be less than significant.

Mitigations

The proposed subdivision is in the vicinity of site CA-VAN-666; the proposed industrial building and subdivision will avoid the site of CA-VEN-918 (reference Figure 2 in the *Phase I Archaeological Survey Report*). In 2005, test excavations were recommended to provide a method to uncover the original ground and subsurface, determine the presence or absence of any resources, and if any were present then determine if the resource was unique or non-unique. With the proposed subdivision and future development activities, excavation of the original ground subsurface will occur prior to construction (i.e. grading and re-compaction), and a qualified archaeologist will need to inspect and evaluate the site(s) at that time. If the evaluation determines that resources are present, and are either unique or significant archaeological or historical resources and that the project would result in significant effects on those resources, then further mitigation may be required. If resources are present, then all grading and earth-moving activities must be immediately suspended until the resource has been evaluated by the archaeologist and Lead Agency. In cases where the resources are unique, then 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. Impacts to non-unique archaeological resources and resources which do not qualify for listing on the CRHR receive no further consideration under CEQA, other than the documentation of its existence by the Lead Agency. Mitigations E-1 and E-2 will reduce impacts to a level less than potentially significant.

Mitigation Measure E-1: Monitoring of grading activities by a Native American consultant. A qualified consultant will be present during any subsurface grading, trenching or other construction activities on the project site that penetrates the original grade level. The recent fill material (i.e. the material imported pursuant to the City's stockpiling permit) is not subject to this mitigation measure. A report will be provided monthly to the Planning Division for review and compliance monitoring. This mitigation will result in any impacts being less than potentially significant.

Mitigation Measure E-2: Monitoring of grading activities by a qualified archaeological consultant. A qualified consultant will be present during any subsurface grading, trenching or other construction activities on the westerly portion of the site (i.e. the area bounded by Rice Avenue, Fifth Street, Sturgis Road, Discovery Drive, and an imaginary line extending south from the terminus of Discovery Drive) that penetrates the original grade level. The recent fill material (i.e. the material imported pursuant to the City's stockpiling permit) is not subject to this mitigation measure. For any historical or unique archaeological resources accidentally discovered during grading or construction, all construction will be suspended immediately for as long as necessary, and a qualified archaeologist shall provide immediate evaluation in accordance with CEQA Guidelines §15064.5(f). A report will be provided weekly to the Planning Division for review and compliance monitoring. This mitigation will result in any impacts being less than potentially significant.

The mitigation measures above will be consistent with the *2030 General Plan* policies pertaining to the protection of cultural resources (specifically, policies ER-11.1, 11.3, and 11.6). Policy ER-11.1 requires a qualified archaeologist to perform a cultural resources study prior to project approval, and archaeological monitoring during grading activities; the *Phase I Archaeological Survey Report* has been completed, and the mitigation measure requiring monitoring will comply with this policy. Policy ER-11.3 requires a qualified archaeologist to perform a record search at the South Central Coast Information Center (SCCIC) prior to project approval, and prepare a technical report where appropriate; the *Phase I Archaeological Survey Report* has been completed, and the mitigation measure requiring monitoring will comply with this policy. Policy

ER-11.6 requires that in the event that archaeological resources are discovered during site excavation, then grading and construction work will be suspended until the significance of the features can be determined by a qualified archaeologist; the mitigation measure requiring monitoring will comply with this policy. **Therefore, with mitigation, the impacts are considered to be less than significant.**

3) Regarding paleontological resources, the 2020 General Plan EIR (page 4.11-2) indicates that the Oxnard Plain Basin as a whole is comprised of recent alluvial deposits which due to their geologic youth do not contain fossils. Therefore, paleontological resources are not expected to occur on the project site, and no mitigation is required. **Therefore, no impact is expected to occur to paleontological resources.**

4) No evidence is available to suggest the project site has been used for ancient or pre-California human burials. Prior to development of industrial properties, the vicinity and project site had been utilized for agricultural production. California Health & Safety Code §7050.5 states that if human remains are discovered on-site, then no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code §5097.98. If the County Coroner determines the remains are Native American, then the Coroner shall follow the procedures contained in CEQA Guidelines §15064.5(e) and as otherwise provided by law. As compliance with State law is a standard requirement on all development, no additional mitigation is required for the unlikely event that human remains are discovered on-site. No mitigation is required or recommended. **Therefore, no impact is expected to occur.**

Cumulative Development:
1-4) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Future development will be subject to environmental review including records searches for cultural resources, and will include appropriate mitigation measures or avoidance, if applicable. Therefore, no additional adverse cumulative cultural impacts will occur as a result of cumulative projects.

Mitigation Measure(s): The following mitigation measures shall be applicable to the project.

E-1 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site that penetrates the original grade level. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning 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 or grading permits.

E-2 Developer shall contract with a qualified archaeological monitor to be present during any subsurface grading, trenching or other construction activities on the project site that penetrates the original grade level. A data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any grading being undertaken. 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 may be required. In cases where the resources are unique, then 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. The monitor shall provide a weekly report to the Planning Division summarizing their activities and findings. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building or grading permits.

A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of grading activities. The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or the successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the study.

Monitoring: Planning staff will review the Native American monitoring contract and archaeological monitoring contract prior to issuance of any grading permits. Planning staff will ensure the monitoring reports are received prior to approval of any grading permits, and that all appropriate mitigations have been implemented. Development Services staff will monitor on-site construction activities, as necessary.

Result after Mitigation: With implementation of the above mitigation measures, the project will not result in any potentially significant adverse effects related to cultural resources.

F. GEOLOGY & SOILS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less than Significant Impact**	**No Impact**
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (*2020 General Plan, IX-Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
b. Strong seismic ground shaking? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
c. Seismic-related ground failure, including liquefaction? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
d. Landslides? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
2. Result in substantial soil erosion, or the loss of topsoil? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒

Discussion: The discussion in this section is based in part on the results of the *Geotechnical Engineering Report for Haas Automation Building No. 5*, (September 14, 2011), prepared by Earth Systems Southern California, and is hereby incorporated by reference.

1, 3) The City of Oxnard is located in an area that has a high potential for seismic ground shaking (*2020 General Plan*, Fig. IX-2). The *2020 General Plan* Safety Element (Table IX-1 and Figure IX-2) lists fault systems that are located in the vicinity of the City of Oxnard. There are no known active faults within the City limits, and the project site is not located within or adjacent to an Earthquake Fault Zone. The project site is within an area that has Low to Moderate Potential for Liquefaction. The project site is not on a

geologic unit or soil that is unstable, or that would become unstable as a result of the project, or potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. Through the Plan Check process, the City's Development Services Division requires the submittal and approval of a soils report, geotechnical engineering report, and structural evaluation report prepared by professional engineers for all new development. As these reports are standard requirements for new development, no special mitigation measures are necessary. The project complies with *2030 General Plan* policies SH-1.3 (requiring construction to comply with California Building Code standards), and SH-1.4 & SH-1.7 (requiring soil, geologic, and structural evaluation reports), and reports will be reviewed prior to permit issuance. The project will be required to comply with the design standards and construction techniques of the applicable California Building Codes, which will be adequate to minimize any effects from seismic events. No mitigation measures are required or recommended. **Therefore, the impact is expected to be less than significant.**

2, 4) The project site does not have substantial soil erosion or experience loss of topsoil, and is not located on expansive soils. The site will be graded during construction of the project, and proposed landscaping will preserve topsoil after completion of construction. No mitigation measures are required or recommended. **Therefore, there will be no project impact.**

Cumulative Development:
1-4) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, no additional adverse geology/soils cumulative impacts will occur as a result of cumulative projects.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

G. HAZARDS & HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual*)	☐	☐	☐	☒
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒

Discussion:

1, 2, 3) The proposed project will include industrial uses (manufacturing with ancillary office and warehouse uses) that do not create any significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Any storage or use of hazardous materials must first be evaluated by the City's Fire Department (Certified Unified Program Agency or "CUPA"), and if necessary appropriate permit(s) obtained, prior to establishing the use. The project will not emit any known hazardous materials during or after construction. The proposed project will not create any significant hazards through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No mitigation measures are required or recommended. **Therefore, no impacts are anticipated.**

4) The project site is not on the list of hazardous materials and cleanup sites pursuant to Government Code §65962.5. **There will be no impacts.**

5 & 6) The project site is located approximately 2.1 miles to the southwest of the Camarillo Airport, and approximately 4.5 miles east of the Oxnard Airport. The project site is not located within the Sphere of Influence of either airport. Ventura County's *Airport Comprehensive Land Use Plan*, Exhibit 2C ("Future Land Use Plan in Camarillo Airport Area"), designates the project site for Industrial land uses, and the proposed project will be consistent. The proposed project will not result in a safety hazard for people working in the project area. The project site is not located in the vicinity of any private airport. **Therefore, there will be no impacts.**

7, 8) The project will not interfere with an adopted emergency response plan or emergency evacuation plan. The existing Fifth Street and Rice Avenue would facilitate orderly evacuation of the project site and vicinity in the event of an emergency. No wildlands exist in the vicinity of the project site, and the development of the site will not result in any hazards related to wildland fires. The City's Fire Department maintains the City's emergency preparedness plans, and has reviewed the proposal. **Therefore, there will be no impacts.**

Cumulative Development:
1-8) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, no additional adverse hazards and hazardous materials impacts will occur as a result of cumulative projects.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

H. HYDROLOGY & WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff, in a manner which would result in substantial erosion or siltation on- or off-site? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
5. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
6. Otherwise substantially degrade water quality? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐

H. HYDROLOGY & WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
10. Inundation by seiche, tsunami, or mudflow? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒

Discussion:

1, 2, 5, 6) The project will replace vacant land with industrial development, thereby creating less permeable surfaces. Approximately 39.2% of the project site will be building footprint area, 14.5% as landscape areas, 14.1% as truck yard area, 29.1% as parking and driveway areas, and 3.1% as other (sidewalks, storm channel areas, etc.). The existing absorption rates, drainage patterns, and runoff rates of the project site would be affected by an increase in impervious surfaces on-site. The *Hydrologic and Hydraulic Drainage Report, Addendum No. 7* (dated December 2010, prepared by Daniel Engineering) states that runoff will be directed towards BaySaver XK stormwater treatment system units to treat runoff, and to provide greater than 80% net total suspended solids (TSS) removal rate. Landscape areas also encourage treatment and infiltration of stormwater, thereby reducing the amount of discharge into the storm drain system. All of the existing and revised storm drain facilities will function properly with the proposed treatment unit, without hydraulically impacting the existing storm drain facilities already constructed, and the City's facilities have the capacity to accept any drainage from the site.

The proposed project will be required to comply with the National Pollutant Discharge Elimination System (NPDES) program, which will result in cleaner water being directed into the City's storm drain system. In order to comply with the NPDES requirements for a permit to discharge storm water, a project that disturbs five acres or more must prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP outlines both a plan to control storm water pollution during construction and after construction is complete. A SWPPP is a standard requirement and will be required for this project, and is subject to review and approval by the City

of Oxnard in order to verify compliance with applicable NPDES requirements. No special mitigation measures are required or recommended. **Therefore, impacts are expected to be less than significant.**

3, 4) The project site is generally level, and surrounded by urban uses to the north, east and west. No river or stream is located on or adjacent to the site, and development will not alter the course of any waterways. The project site has been previously heavily disturbed, and approximately four feet of fill dirt have been previously placed on the site. Development of the property will not substantially alter the existing drainage pattern of the site or area, will not substantially increase the rate or amount of surface runoff, and will not result in substantial erosion or siltation on- or off-site. The project will be required to comply with the requirements of the NPDES and Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). After development, all of the existing and revised storm drain facilities will function properly without hydraulically impacting the existing City storm drain facilities. No special mitigation measures are required or recommended. **Therefore, any impacts will be less than significant.**

7, 8, 9, 10) The proposed project site is not located in a 100-year flood plain (see Figure IX-3 in the *2020 General Plan*), and not in an area that may be subject to inundation by a tsunami, seiche, or mudflow. **Therefore, there will be no impacts.**

Cumulative Development:
1-10) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. Therefore, no additional adverse cumulative impacts to hydrology and water quality will occur as a result of cumulative projects.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

I. LAND USE & PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (*2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☒	☐
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒

Discussion:

1, 3) The project is consistent with the Light Manufacturing (M-1-PD) zone of the Oxnard Zoning Ordinance. The project will not divide an established community. No habitat conservation plan or natural community conservation plan exists for the project site or vicinity. **Therefore, there will be no impacts.**

2) The proposed project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. The neighboring farmland to the south within the County's jurisdiction is considered to be farmland of Statewide significance. The project will be consistent with the Agricultural/Urban Buffer Policy of Ventura County, as explained in Section B (Agricultural Resources). No mitigation measures are required or recommended. **Therefore, any impact will be less than significant.**

Cumulative Development:
1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, no additional adverse land use impacts will occur.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

J. MINERAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less than Significant Impact**	**No Impact**
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒

Discussion:

1, 2) According to the Open Space/Conservation Element of the *2020 General Plan* (Figure VIII-7), the project will not result in the loss of availability of mineral resources, since the project site is not located near an area of importance for mineral deposits. In the City of Oxnard, the deposits of minerals, sand, and gravel occur predominantly along the Santa Clara River Channel, along the 101 Freeway corridor, and along the eastern edge of the City extending east from Oxnard Boulevard. The project site does not fall within any of the areas listed as having significant mineral deposits. Therefore, no impacts to natural and mineral resources are expected.

Development of the project would increase the rate of consumption of fuel and other energy sources. During construction, energy resources would be necessary for on-site building activities, equipment operations, and transport vehicles bringing supplies to the site and hauling away debris. After construction, necessary energy resources might include natural gas for heating and cooling, and electrical service for lighting. The proposal does not create any unique demand on the resources described above. Therefore, no impacts are expected on natural and mineral resources.

Cumulative Development:
1, 2) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, no additional adverse impacts to mineral resources will occur.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

K. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 - 19-60.15*)	☐	☐	☐	☒
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒

Discussion:

1, 2) Operational & Traffic Noise - The City has established noise guidelines in the Noise Element of the City's General Plan. These guidelines identify compatible exterior noise levels for various types of land uses, and the maximum allowable noise levels vary depending on the land use. The project site is within the M-1-PD zone, and therefore is within Sound Zone III as defined in the City's noise ordinance (City Code Section 7-185) and exterior sound levels cannot generally exceed 70 decibels (dB). Ambient noise levels do not exceed this threshold. According to the City's *Threshold Guidelines*, noise levels exceeding 70 dB CNEL in outdoor areas for industrial land uses are usually considered significant. The existing industrial facilities and

traffic does not exceed these thresholds, and the proposed project is not anticipated to exceed these thresholds. Future development of each vacant lot proposed by the tentative map will be subject to a Special Use Permit, and will be subject to the City's noise ordinance. All structures will be constructed according to the California Building Code standards in effect at the time of development, including noise reduction in building materials. No mitigation is required or recommended. **Therefore, any impacts will be less than significant.**

Construction Noise - The City limits the hours of construction activities to Monday through Saturday from 7:00 a.m. to 6:00 p.m., and the City's noise ordinance regulates the volume and intensity of noise. Construction would involve clearing, grading, foundation construction and finish construction. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed and the condition of the equipment. When the grading and construction equipment are operating, some residences south of the project site could be disturbed by the noise from engines, mufflers, tools, etc. Because of the short-term duration of grading and construction activities, absence of residential land uses or other sensitive receptors in the vicinity, plus the City's existing noise ordinance, the potential noise impacts are considered to be less than significant. No mitigation is required. **Impacts will be less than significant.**

3 & 4) Since the project site is currently vacant, the construction of the proposed project may increase the ambient noise level in the vicinity. All future land uses on the site will be conducted completely indoors consistent with the Light Manufacturing (M-1-PD) zone. The proposed industrial building will include an outdoor truck yard with loading docks, and will be completely enclosed by an 8-foot high concrete screen wall (which will help contain noise and reduce noise off-site). Future operation of manufacturing uses, truck docks, and diesel trucks are not expected to expose persons to excessive groundborne vibration or groundborne noise levels. Mitigation is not required or recommended. **Therefore, impacts will be less than significant.**

5, 6) The project site is not located within 2 miles of any public or private airport, nor within an airport Sphere of Influence. **Therefore, there will be no impacts.**

Cumulative Development:
1-6) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 S. A St. and 200 E. Bard St., respectively). Therefore, no additional adverse noise impacts will occur.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

L. POPULATION & HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒

Discussion:
1, 2, 3) The majority of the subject property is currently vacant, and consequently no housing or people will be displaced upon development. The proposed project would result in future development of industrial buildings and uses (e.g. warehouses, distribution facilities, manufacturing, assembly/distribution, offices, etc.), subject to approval of a future Special Use Permit for each property. The project will not be growth-inducing either directly or indirectly. No mitigation is required or recommended. **Therefore, there will be no impacts.**

Cumulative Development:
1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, the project would not create adverse cumulative impacts to population and housing.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

M. **PUBLIC SERVICES***

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
2. Police protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
3. Schools? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
4. Parks? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
5. Other public facilities? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒

* *Include potential effects associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.*

Discussion: Prior to issuance of any building permits, the Developer shall pay the following standard (mandatory) development impact fees: *Planned Traffic Circulation System Facilities Fees*; *Planned Water Facilities Fee*; *Planned Wastewater Facilities Fee*; *Planned Drainage Facilities Fee*; *Growth Requirement Capital Fee;* and *Art in Public Places Fee*.

1) Fire. The project has been designed to include adequate fire hydrants, vehicle and pedestrian access, signs, smoke detectors, and all requirements of the Uniform Fire Code in order to minimize any potential impacts to fire services. In addition, Fire Department conditions regarding access, hydrant placement, truck turn radius, alarms and monitoring, and other design features will be incorporated into the proposed project. The project will be required to comply with the California Fire Code, standard requirements and conditions of the Fire Department. **Therefore, any potential impact is considered to be less than significant.**

2) Police. The City monitors the need for additional equipment, facilities, and/or personnel as part of the Five-Year Development Plan. Through this action, the City ensures that police services are available to serve new development, including the proposed project and cumulative development in the City. The increase in tax base generated by the project and cumulative projects would help fund the project's share of necessary police services within the City. In addition, the project must incorporate any mandatory Police Department design requirements (such as those pertaining to site security, lighting, etc.) which will increase public safety. **Therefore, any impact will be less than significant.**

3) Schools. The proposed land uses for the project will not result in any new school-age residents who would attend either the Oxnard School District (K through 8) or the Oxnard Union High School District. **There will be no impacts.**

4) Parks. The proposed land uses for the project (e.g. offices, warehouse, manufacturing, etc.) will not directly result in any new residents who would utilize or otherwise impact the City's parks. **Therefore, there will be no impacts.**

5) Other Public Facilities. The proposed land uses for the project (e.g. offices, warehouse, manufacturing, etc.) will not directly result in any new residents who would utilize or otherwise impact the City's public facilities such as libraries, meeting rooms, or administrative offices. After development, the property owner will pay property taxes, a portion of which will be directed to the City for the provision of municipal services and facilities. **Therefore, no impact is anticipated.**

Cumulative Development:
1-5) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, the project would not create adverse cumulative impacts to public services.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

N. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☒
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☒

Discussion:

1, 2) The future industrial types of land uses will not result in any new residents who would utilize or otherwise impact the City's neighborhood and regional parks or other recreational facilities. The proposed project will not exacerbate the demand for existing recreational facilities, or require the construction or expansion of recreational facilities. The proposed project will include an outdoor covered patio area for use by employees during regular business hours. **Therefore, there will be no impacts.**

Cumulative Development:
1, 2) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, the project would not create adverse cumulative impacts to parks and recreation services.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

O. TRANSPORTATION & TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☒	☐	☐
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☒	☐
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 – Transportation/Circulation*)	☐	☐	☒	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation*)	☐	☐	☒	☐
5. Result in inadequate emergency access? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☒	☐
6. Result in inadequate parking capacity? (*Zone Ordinance - Parking Regulations and Parking Lot Design Standards*)	☐	☐	☐	☒
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (*Bicycle Facilities Master Plan*)	☐	☐	☐	☒

Discussion: The discussion in this section is based in part on the *Haas Tech Center Project Traffic Impact Analysis* (August 11, 2011), prepared by RBF Consultants, and is hereby incorporated by reference. The traffic report (without appendices) with a detailed discussion is included in this Initial Study as Appendix III.

1, 2) The City's Traffic Engineering Division has reviewed and accepted the *Traffic Impact Analysis*. The traffic analysis assumes that the project will be constructed in two phases: Phase I being the proposed industrial building; and Phase II being the future speculative industrial development that may occur on Lots 2 – 6 in an unspecified time frame. Based on the Traffic Impact Analysis that utilizes the most current data available and the *Trip Generation* (8th Ed.) handbook published by the Institute of Transportation Engineers, the proposed Phase I project is anticipated to generate 618 average daily trips (ADT), with approximately 114 a.m. peak hour trips and 114 p.m. peak hour trips.

For purposes of traffic modeling, Phase II is further described as Alternative 1 (consisting of 454,753 square-feet of warehouse uses only) or Alternative 2 (consisting of 363,803 square-feet of manufacturing uses only). These square-footages are hypothetical, yet within the maximum Floor-Area Ratios permitted by the M-1-PD zoning (see Table 1), for purposes of traffic analysis only. Future development could realistically be a combination of manufacturing and warehouse uses, or exclusively manufacturing, or exclusively warehousing. Alternative 1 potentially generates approximately 2,237 ADT, with approximately 250 a.m. peak hour trips and 259 p.m. peak hour trips. Alternative 2 potentially generates approximately 2,008 ADT, with approximately 379 a.m. peak hour trips and 380 p.m. peak hour trips.

Based on the City's established thresholds of significance, the addition of project-generated trips is forecast to result in a potentially significant impact at the Rice Avenue/Sturgis Road intersection for forecast, existing, plus approved/pending projects with Phase I project conditions. The following mitigation measure will reduce the forecast significant traffic impact at the Rice Avenue/Sturgis Road intersection:

O-1 Rice Avenue/Sturgis Road – Developer shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one 'de facto' right-turn lane, to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

Based on CalTrans thresholds of significance, the proposed project is forecast to result in no potentially significant impacts at the State highway study intersections, since the addition of project-generated trips does not cause the Level of Service (LOS) of the study intersections to change from acceptable operation (LOS 'C' or better) to deficient State highway operation (LOS 'D' or worse). Therefore, no mitigation measures are required or recommended for State highway intersections.

The proposed project will result in increased vehicle trips and the increased use of City and County roads in the vicinity of the project site. Additional traffic on local roads will result in maintenance costs to the City and County, and therefore, it is appropriate to impose a standard traffic impact fee in proportion to the project's expected trip generation. The City of Oxnard and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and County have agreed that a pro-rata share of the cost of mitigations will be collected by each agency for traffic impacts in the other jurisdiction. The project would be consistent with the Ventura County General Plan by complying with the terms of the "Reciprocal Traffic Mitigation Agreement" adopted on February 2, 1993. By paying the mandatory County/City Traffic Impact Fee, the developer will mitigate the project's impacts on local roads and intersections. The following mitigation measure will require the developer to pay the applicable City/County Traffic Impact Fee prior to building permit issuance. With regard to cumulative impacts (e.g. impacts in the year 2030), the County of Ventura has adopted a Traffic Fee Mitigation Ordinance. The project will not exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways. By paying the mandatory County/City Traffic Impact Fee, the developer will mitigate the project's potential cumulative impacts. **Therefore, with payment of the fee, the impact will be less than significant.**

O-2 Developer shall pay the applicable County/City Traffic Impact Fee(s) prior to issuance of a building permit.

3) Fifth Street is a major east-west thoroughfare that is adjacent to the project site, and is designated a Secondary Arterial for that segment (2020 General Plan, Figure VI-5). Rice Avenue is a major north-south thoroughfare that is also located adjacent to the project site, and is designated to become the future Highway 1 in the near future (after completion of the new interchange at Rice Avenue/Highway 101). Traffic patterns will remain the same, as existing intersections currently can serve the site and permit turns directly to Sturgis Road (i.e. to access Discovery Drive and the proposed parcels). The project will not result in a change in traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks. The City's Traffic Engineering Division has reviewed and accepted the project *Traffic Impact Analysis*. **Therefore, any impacts will be less than significant.**

4) The project will not substantially increase hazards due to any design features or incompatible uses (e.g., farm equipment). Although an active agricultural land use is in the vicinity of the project site (south of Fifth Street, on the east side of Rice Avenue), the small amount of truck traffic is intermittent and seasonal, and access to the agriculture fields is not located adjacent to the project site. The proposed project will not construct any design features that might contribute to future traffic conflicts. Mitigation measure O-1 requires installation of one shared through/right-turn lane on northbound Rice Avenue that will accommodate truck turn movements to Sturgis Road, and facilitate traffic flow along northbound Rice Avenue. **Therefore, any impact will be less than significant.**

5) The Development Advisory Committee contains representatives from various City departments including Fire, Police, Public Works, Traffic, Planning, and Parks, and the DAC reviewed the project and requested changes where necessary. Each proposed parcel will be provided direct access to Discovery Drive, and future development of each parcel will be subject to a Special Use Permit and further review by the DAC. The site design for proposed industrial building has been reviewed and accepted by the City's Fire Marshal. Prior to issuance of any building permits, Development Services Department and Fire Department staff will review construction plans to ensure compliance with all standard requirements in effect at the time of permit issuance. **Therefore, any impact will be less than significant.**

6) The proposed project will be required to comply with the parking requirements of the Zoning Code. For Building 5, a minimum of 356 spaces are required, and 356 spaces will be provided (a combination of 332 on-site spaces plus 24 spaces shared with the Building 4 site). Vehicle parking from this project will not have any effect on adjacent properties or streets. Trucks will take access directly to the site, and will not detrimentally affect traffic on public streets nor on-site parking areas. No impacts are anticipated in the vicinity, and no cumulative impacts are expected to occur as a result of this project. **Therefore, there will be no impact.**

7) The proposed project will not conflict with any adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). Bicycle parking will be provided on-site for employees. Gold Coast Transit currently has Route 19 that travels southbound on Rice Ave between Camino Del Sol and Sturgis Ave; and the new Route 20 that travels southbound on Rive Ave between Sturgis Ave and Eastman Ave. Both bus routes will not be affected by the proposed project (the project site is located on the east side of Rice Ave, and south of Sturgis Ave). **Therefore, there will be no impacts.**

<u>Cumulative Development:</u>

1-7) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. These documents are available at the City of Oxnard Planning Division office, 214 South C Street, during office hours and at the Main and South branches of the Oxnard Library (251 South A Street and 200 East Bard Street, respectively). Therefore, the project would not create adverse cumulative impacts to transportation or circulation.

Mitigation Measure(s):

O-1 Rice Avenue/Sturgis Road – Developer shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one 'de facto' right-turn lane, to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

O-2 Developer shall pay the applicable County/City Traffic Impact Fee(s) prior to issuance of a building permit.

Monitoring: Development Services and Planning staff shall ensure that applicable fees are paid prior to issuance of a building permit.

Result After Mitigation: Less than significant.

P. UTILITIES & SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☒
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☒	☐	☐
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
7. Comply with federal, state, and local statutes and regulations related to solid waste? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☒

Discussion:

1, 2, 3) As an in-fill industrial project surrounded by urban development to the north, east and west, the project will create additional incremental demand on existing utilities and service systems. The project will not require or result in the construction of new water or wastewater treatment facilities, or expansion of existing facilities. Storm water drainage facilities will be modified, expanded or constructed immediately adjacent to the subject property to serve the project. Existing infrastructure exists adjacent to the property (Discovery Drive, Elevar Street, and Fifth Street) and can serve the project. As noted in Section H (Hydrology & Water Quality) previously, the developer will be responsible for installing standard storm drain facilities to serve the project site and connect to existing infrastructure around the property, including on-site storm water treatment and reduction devices, in order to meet the requirements of the City, County, and NPDES regulations. **Therefore, impacts are expected to be less than significant.**

4)

The project area would be served by City municipal water; the City obtains most of its water from the Calleguas Water District, which in turn purchases most its water from the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water Conservation District and City wells. A collective effort to ensure continued delivery of high-quality water to the area has been initiated through the Groundwater Recovery Enhancement and Treatment (GREAT) Program; a new, regional groundwater desalination facility is associated with this program and is intended to serve the Cities of Oxnard and Port Hueneme. The proposed project was included in the *2005 Urban Water Management Plan*. In order to address water supply needs at a regional level, representatives of the City of Oxnard, the Port Hueneme Water Agency, the United Water Conservation District, and Calleguas Municipal Water District meet regularly. A collective effort to ensure continued delivery of high-quality water to the area has been initiated through the Groundwater Recovery Enhancement and Treatment (GREAT) Program; a new, regional groundwater desalination facility is associated with this program and is intended to serve the cities of Oxnard and Port Hueneme. A detailed water demand and supply study to Year 2030 was prepared by the Water Division for the *2030 General Plan Update* indicates the City will have adequate water supplies under normal year conditions for this project and the 2030 General Plan buildout. The City has banked groundwater pumping credits with the United Water Conservation District approximately equivalent to a one year's demand to make up for temporary supply shortages and/or dry year scenarios. The *2030 General Plan Program EIR* Water Supply impact analysis (pages 4-26 to 4-31) is hereby included by reference. In addition, the City's projected water supplies will meet the City's projected demand during normal, single dry, and multiple dry years through Year 2030. This includes the proposed project as well as the anticipated cumulative development expected to occur during that time frame. For a complete discussion, refer to sections 4.14.1 & 4.14.2 of the *Oxnard Village (Wagon Wheel) Specific Plan EIR*.

The project will not create any unusual demands on water supplies, and a Water Supply Assessment is not required as the project does not meet the criteria contained in Water Code Sections 10910 – 10912. The proposed Phase I project will result in approximately 162,574 of industrial space (including ancillary office and warehouse uses) in the City than that which exists today. However, the proposed Phase I project is not expected to significantly increase water demand above and beyond the existing demand created by Haas Automation, because the new industrial building may accommodate the existing manufacturing operations currently housed within Haas Building 4. After development of Building 5, the existing Building 4 would be converted to a primarily warehousing use, with a modest increase in water demand. In 2010, Building 4 purchased 276.7 HCF (hundred cubic feet) of domestic water for all uses within the structure, and 1533.6 HCF for landscape irrigation. This actual water consumption rate is the equivalent of 4.14 Acre-Feet per Year (i.e. 748.5 gallons per one HCF; and 325,853 gallons per one AFY). Utility billing records indicate that

a slightly lower amount of water will be consumed in 2011, which currently totals 1,303.4 HCF (or 3.0 AFY) for the billing period January – September 2011. Water consumption for landscape irrigation greatly exceeds the domestic use, in the range of approximately 4½ - 5½ times greater for irrigation. The existing manufacturing use, future warehousing use, and possible future manufacturing uses are not expected to create any unusual demands on water supplies.

In addition, the potential water demand that is anticipated for the proposed project area has been included in the *2005 Urban Water Management Plan* which documents adequate long-term supply. Specifically, Table 4-2 in the *2005 Urban Water Management Plan* (page 52) states that the entire 50-acre area south of the McInnes Ranch Specific Plan area (i.e. which includes the current project site) is assumed to require up to 150 Acre-Feet per Year (AFY) after buildout with industrial uses in the future, assuming development will be consistent with the existing M-1-PD zoning. Based on historical water use as determined by utility billing records, plus potential future users, future consumption is not anticipated to exceed 150 AFY after buildout of the 50 acres south of McInnes Ranch.

The project site is currently located within Calleguas service boundary, and the developer shall be required to pay the applicable Calleguas Capital Construction fee in effect at the time of building permit issuance. By paying the applicable fees, the impact will be less than significant. **Therefore, with payment of the applicable fee, the impact is expected to be less than significant.**

P-1 Developer shall pay the applicable Calleguas Capital Construction charges prior to issuance of a building permit.

5) All required infrastructure currently exists around the site and can serve the proposed project. Wastewater disposal will be provided by the City's Public Works Wastewater Division. Public Works Division staff has determined that the wastewater treatment facilities have adequate capacity to serve this project and existing urban development in the City. To address the project's share of demands on public infrastructure, the City requires developers of new projects to pay the development impact fees, including the *Planned Wastewater Facilities Fee* and *Growth Requirement Capital Fee*. **Therefore, impacts to wastewater services are considered to be less than significant.**

6 & 7) The two primary landfills receiving solid waste from the City are the Toland Road and Simi Valley landfills, and both landfills have a predicted lifespan that exceeds 20 years. Compliance with the City's Source Reduction and Recycling Element will ensure that any impacts will be less than significant. Standard requirements and conditions of approval will require compliance with the City's recycling and waste program, which is designed to manage and reduce the amount of waste being directed to landfills. The project will also be required to comply with federal, state, and local statutes and regulations related to solid waste. **Therefore, the impacts will be less than significant.**

<u>Cumulative Development:</u>
1-7) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary

(CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. Therefore, the project would not create adverse cumulative impacts to utilities and service systems.

Mitigation Measure(s):

P-1 Developer shall pay the applicable Calleguas Capital Construction charges prior to issuance of a building permit.

Monitoring: Development Services staff shall ensure that fees are paid prior to issuance of a building permit.

Result After Mitigation: Less than significant.

Q. MANDATORY FINDINGS OF SIGNIFICANCE	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less than Significant Impact**	**No Impact**
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable? *("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*	☐	☒	☐	☐
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion:

1) The proposed infill project would result in the construction of industrial buildings and uses on approximately 32 acres of land that is zoned for Light Manufacturing (M-1-PD) uses. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of rare or endangered plant or animal. Mitigation measures have been included in Section E (Cultural Resources) to reduce any impacts to important examples of the major periods of California history or prehistory. Mitigation measures E-1 and E-2 identified previously will ensure that impacts remain less than potentially significant. **Therefore, with mitigation, any impacts are anticipated to be less than significant.**

2) The project will not have environmental effects that are individually limited, but cumulatively considerable. Mitigation measures have been included in Section O (Transportation & Traffic) and Section P (Utilities & Service Systems) to reduce project and cumulative impacts. Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create adverse cumulative impacts. **Therefore, with mitigation, any impacts are anticipated to be less than significant.**

3) The project will not have environmental effects that cause substantial adverse effects on human beings,

either directly or indirectly. **Therefore, there will be no impacts.**

Cumulative Development: Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2030 General Plan*, reviewed by the *2030 General Plan Program EIR*, and would not create other adverse cumulative impacts.

Mitigation Measure(s): No additional mitigation required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

SUMMARY OF MITIGATION MEASURES

SECTION C – AIR QUALITY

C-1 The developer shall prepare and submit an Air Emissions Mitigation Plan for Dust Control. This Plan shall be included as part of the construction contract and submitted to the City of Oxnard for review and approval prior to the issuance of grading permits. This plan shall include the following elements:

- Fugitive dust throughout the construction site shall be controlled by the use of a watering truck or equivalent means, generally at least three times a day (except during and immediately after rainfall). Water shall be applied to all unpaved roads, unpaved parking areas or staging areas, and active portions of the construction site. Environmentally-safe dust control agents may be used in lieu of watering.
- Revegetate or apply APCD-approved chemical soil stabilizers to all inactive portions of the construction site that are inactive for four or more days.
- Suspend or curtail all excavation, earth moving, and grading operations during episodes of high winds (i.e. hourly average wind speeds exceeding 30 mph) to prevent fugitive dust from being a nuisance or hazard.
- Material transported in trucks off site shall comply with State Vehicle Code Section 23114, with special attention to §23114(b)(F), (e)(2), (e)(4) as amended. Material transported on site shall be sufficiently watered or secured to prevent fugitive dust.
- Inform all employees involved in grading operations on the project to wear face masks during dry periods to reduce inhalation of dust.
- Signs shall be posted on-site requiring traffic speeds to not exceed 15 miles per hour.
- Sweep streets at the end of the day if visible soil material is carried over to adjacent streets and roads.
- At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-2 At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB)

emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-5 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements.

C-6 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

C-7 After grading of the subdivision site, the property owner(s) shall be responsible for minimizing fugitive dust being generated from the vacant lots, by applying water, soil binders, and/or groundcover landscape over the surface of the lots. Such application of water shall penetrate sufficiently to minimize fugitive dust during periods of high winds and/or prevent nuisance dust from leaving the site. Application of water, soil binders, and/or groundcover landscape shall be applied at least annually, or more frequently as needed to control fugitive or nuisance dust.

SECTION E – CULTURAL RESOURCES

E-1 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site that penetrates the original grade level. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning 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 or grading permits.

E-2 Developer shall contract with a qualified archaeological monitor to be present during any subsurface grading, trenching or other construction activities on the project site that penetrates the original grade level. A data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any grading being undertaken. 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 may be required. In cases where the resources are unique, then 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. The monitor shall provide a weekly report to the Planning Division summarizing their activities and findings. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building or grading permits.

A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of grading activities. The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall

evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or the successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the study.

SECTION O – TRANSPORTATION & TRAFFIC

O-1 Rice Avenue/Sturgis Road – Developer shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one 'de facto' right-turn lane, to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

O-2 Developer shall pay the applicable County/City Traffic Impact Fee(s) prior to issuance of a building permit.

SECTION P – UTILITIES & SERVICE SYSTEMS

P-1 Developer shall pay the applicable Calleguas Capital Construction charges prior to issuance of a building permit.

REFERENCES

1. City of Oxnard, *City Code (Municipal Code), Chapter 16 – Zoning*, current edition.
8. City of Oxnard, *City Code (Municipal Code), Chapter 17 – Coastal Zoning*, current edition.
9. City of Oxnard, Planning Division, *Coastal Land Use Plan*, current edition.
10. City of Oxnard, Planning Division, *2030 General Plan*, current edition.
11. City of Oxnard, Planning Division, *2020 General Plan*, adopted November 1990, amended July 2004.
12. City of Oxnard, Planning Division, *Zone Maps*, current editions.
13. City of Oxnard, Planning Division, *Threshold Guidelines*, current edition.
14. City of Oxnard, Fire Department (January 1990). *Fire Protection Planning Guide*.
15. City of Oxnard, Public Works Department, *Master Sewer Plan*, current edition.
16. City of Oxnard, Public Works Department, *Master Drainage Plan*, current edition.
17. City of Oxnard, Public Works Department, *Master Water Plan*, current edition.
18. City of Oxnard, Water Division (January 2006). *2005 Urban Water Management Plan*.
19. Pacific Coast Civil, Inc. (December 7, 2007). *Amended Drainage Report for Lots 2 & 3 of Tract No. 5542*.
20. State of California, Air Resources Board, Urban Emissions Model *(URBEMIS 2007, Version 9.2.4).*
21. State of California, Department of Transportation, Division of Aeronautics (January 2002). *California Airport Land Use Planning Handbook*.
22. State of California, Department of Transportation (July 2009). *Highway Design Manual*.
23. State of California, Governor's Office of Planning and Research, Office of Permit Assistance, *Hazardous Waste and Substances Sites* - List Pursuant to AB 3750, current edition.
24. State of California, Governor's Office of Planning & Research (February 1, 2001). *Guidelines for Implementation of the California Environmental Quality Act*.
25. State of California, Governor's Office of Planning & Research (1988). *Guidelines for the Preparation and Content of Noise Elements of the General Plan*.
26. U.S. Federal Emergency Management Agency, National Flood Insurance Program (October 1985). *FIRM Flood Insurance Rate Maps for the City of Oxnard*.
27. Ventura County Air Pollution Control District, *Air Quality Management Plan*, current edition.
28. Ventura County Air Pollution Control District (October 2003). *Air Quality Assessment Guidelines*, current edition.

Environmental Impact Reports

29. CH2M Hill Corp. (May 2004). *Groundwater Recovery Enhancement and Treatment (GREAT) Program, Final Program Environmental Impact Report.*
30. Rincon Consultants, Inc. (August 2008). *Oxnard Village Specific Plan Project (Wagon Wheel), Final and Draft Environmental Impact Report (SCH #2006101099).*
31. City of Oxnard (1990). *2020 General Plan Final EIR (SCH #881-00528).*
32. City of Oxnard (February 2009). *2030 Oxnard General Plan Program EIR (SCH #2007041024)* and Appendices.

Appendices

I. Air Quality model ('URBEMIS') results
II. Phase I Archaeological Survey Report
III. Traffic Impact Analysis (without appendices)
IV. Applicant's Letter Accepting Mitigations

APPENDIX I

Air Quality Model (URBEMIS) Results

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\cdbrif\Application Data\Urbemis\Version9a\Projects\Haas 5 under 25.urb924

Project Name: Haas Technology Ctr

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (tons/year unmitigated)	6.00	2.47	3.09	0.00	0.57	0.13	0.70	0.12	0.12	0.24	622.85
2012 TOTALS (tons/year mitigated)	6.00	2.47	3.09	0.00	0.26	0.13	0.38	0.06	0.12	0.17	622.85
Percent Reduction	0.00	0.00	0.00	0.00	55.25	0.00	45.28	53.89	0.00	27.77	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)							
TOTALS (tons/year, mitigated)							
Percent Reduction	NaN	NaN	NaN	NaN	NaN	NaN	NaN

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	2.01	4.21	19.02	0.03	0.28	0.18	2,748.57
TOTALS (tons/year, mitigated)	2.01	4.21	19.02	0.03	0.28	0.18	2,747.65
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.03

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	2.01	4.21	19.02	0.03	0.28	0.18	2,748.57
TOTALS (tons/year, mitigated)	2.01	4.21	19.02	0.03	0.28	0.18	2,747.65
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.03

2013

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas							
Hearth							
Landscape							
Consumer Products							
Architectural Coatings							
TOTALS (tons/year, unmitigated)							

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas							
Hearth							
Landscape							
Consumer Products							
Architectural Coatings							
TOTALS (tons/year, mitigated)							

Area Source Mitigation Measures Selected

Mitigation Description	Percent Reduction

Area Source Changes to Defaults

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Manufacturing	2.01	4.21	19.02	0.03	0.28	0.18	2,748.57
TOTALS (tons/year, unmitigated)	2.01	4.21	19.02	0.03	0.28	0.18	2,748.57

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Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Manufacturing	2.01	4.21	19.02	0.03	0.28	0.18	2,747.65
TOTALS (tons/year, mitigated)	2.01	4.21	19.02	0.03	0.28	0.18	2,747.65

Operational Mitigation Options Selected

Residential Mitigation Measures

Nonresidential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 0%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was NOT selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.03%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 2

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Operational Settings:

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Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Manufacturing		3.82	1000 sq ft	526.30	2,010.47	15,385.63
					2,010.47	15,385.63

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	72.0	0.6	99.2	0.2
Light Truck < 3750 lbs	9.0	1.2	94.1	4.7
Light Truck 3751-5750 lbs	3.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	3.0	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	3.0	0.0	77.8	22.2
Lite-Heavy Truck 10,001-14,000 lbs	3.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	3.0	0.0	28.6	71.4
Heavy-Heavy Truck 33,001-60,000 lbs	3.0	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	0.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	1.0	56.5	43.5	0.0
School Bus	0.0	0.0	0.0	100.0
Motor Home	0.0	0.0	86.7	13.3

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Manufacturing				48.0	24.0	28.0

Operational Changes to Defaults

Ambient summer temperature changed from 85 degrees F to 80 degrees F

Ambient winter temperature changed from 40 degrees F to 50 degrees F

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Summary Report

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (tons/year unmitigated)	6.00	2.47	3.09	0.00	0.57	0.13	0.70	0.12	0.12	0.24	622.85
2012 TOTALS (tons/year mitigated)	6.00	2.47	3.09	0.00	0.26	0.13	0.38	0.06	0.12	0.17	622.85
Percent Reduction	0.00	0.00	0.00	0.00	55.25	0.00	45.28	53.89	0.00	27.77	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)							
TOTALS (tons/year, mitigated)							
Percent Reduction	NaN	NaN	NaN	NaN	NaN	NaN	NaN

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.90	3.81	17.80	0.03	0.27	0.17	2,747.45
TOTALS (tons/year, mitigated)	1.90	3.80	17.80	0.03	0.27	0.17	2,746.53
Percent Reduction	0.00	0.26	0.00	0.00	0.00	0.00	0.03

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.90	3.81	17.80	0.03	0.27	0.17	2,747.45
TOTALS (tons/year, mitigated)	1.90	3.80	17.80	0.03	0.27	0.17	2,746.53
Percent Reduction	0.00	0.26	0.00	0.00	0.00	0.00	0.03

2014

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO
2012 TOTALS (tons/year unmitigated)	6.00	2.47	3.09	0.00	0.57	0.13	0.70	0.12	0.12	0.24	622.8
2012 TOTALS (tons/year mitigated)	6.00	2.47	3.09	0.00	0.26	0.13	0.38	0.06	0.12	0.17	622.8
Percent Reduction	0.00	0.00	0.00	0.00	55.25	0.00	45.28	53.89	0.00	27.77	0.0

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)							
TOTALS (tons/year, mitigated)							
Percent Reduction	NaN	NaN	NaN	NaN	NaN	NaN	NaN

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.80	3.43	16.67	0.03	0.27	0.17	2,746.49
TOTALS (tons/year, mitigated)	1.80	3.43	16.66	0.03	0.27	0.17	2,745.57
Percent Reduction	0.00	0.00	0.06	0.00	0.00	0.00	0.03

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.80	3.43	16.67	0.03	0.27	0.17	2,746.49
TOTALS (tons/year, mitigated)	1.80	3.43	16.66	0.03	0.27	0.17	2,745.57
Percent Reduction	0.00	0.00	0.06	0.00	0.00	0.00	0.03

2015

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Summary Report

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (tons/year unmitigated)	6.00	2.47	3.09	0.00	0.57	0.13	0.70	0.12	0.12	0.24	622.85
2012 TOTALS (tons/year mitigated)	6.00	2.47	3.09	0.00	0.26	0.13	0.38	0.06	0.12	0.17	622.85
Percent Reduction	0.00	0.00	0.00	0.00	55.25	0.00	45.28	53.89	0.00	27.77	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)							
TOTALS (tons/year, mitigated)							
Percent Reduction	NaN	NaN	NaN	NaN	NaN	NaN	NaN

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.72	3.13	15.69	0.03	0.26	0.16	2,745.61
TOTALS (tons/year, mitigated)	1.72	3.13	15.68	0.03	0.26	0.16	2,744.70
Percent Reduction	0.00	0.00	0.06	0.00	0.00	0.00	0.03

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.72	3.13	15.69	0.03	0.26	0.16	2,745.61
TOTALS (tons/year, mitigated)	1.72	3.13	15.68	0.03	0.26	0.16	2,744.70
Percent Reduction	0.00	0.00	0.06	0.00	0.00	0.00	0.03

2016

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO
2012 TOTALS (tons/year unmitigated)	6.00	2.47	3.09	0.00	0.57	0.13	0.70	0.12	0.12	0.24	622.8
2012 TOTALS (tons/year mitigated)	6.00	2.47	3.09	0.00	0.26	0.13	0.38	0.06	0.12	0.17	622.8
Percent Reduction	0.00	0.00	0.00	0.00	55.25	0.00	45.28	53.89	0.00	27.77	0.0

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)							
TOTALS (tons/year, mitigated)							
Percent Reduction	NaN	NaN	NaN	NaN	NaN	NaN	NaN

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.63	2.88	14.74	0.03	0.25	0.16	2,744.87
TOTALS (tons/year, mitigated)	1.63	2.88	14.73	0.03	0.25	0.16	2,743.96
Percent Reduction	0.00	0.00	0.07	0.00	0.00	0.00	0.03

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.63	2.88	14.74	0.03	0.25	0.16	2,744.87
TOTALS (tons/year, mitigated)	1.63	2.88	14.73	0.03	0.25	0.16	2,743.96
Percent Reduction	0.00	0.00	0.07	0.00	0.00	0.00	0.03

2017

APPENDIX II

Phase I Archaeological Survey Report

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PHASE I ARCHAEOLOGICAL SURVEY FOR THE APN NO. 216-0-160-405 & -455 STUDY AREA, CITY OF OXNARD, VENTURA COUNTY, CALIFORNIA

Prepared For:

Mr. Mark Belliveau
Triliad Development, Inc.
270 Conejo Ridge Avenue
Suite 200
Thousand Oaks, CA 91361

Prepared By:

W & S Consultants
2242 Stinson Street
Simi Valley, California 93065
805-581-3577

3 June 2005

MANAGEMENT SUMMARY

An intensive Phase I archaeological survey was conducted for APN No. 216-0-160-405 and -455, City of Oxnard, Ventura County, California. This is an approximately 43 acres study area, consisting of two parcels located northeast of the intersection of Rice Avenue and East Fifth Street. The investigation involved an archival records search, a review of existing published and unpublished references on local prehistory and history, and an on-foot, intensive survey of the subject property. Archival records indicated that the study area had never been previously surveyed but that two prehistoric sites, CA-VEN-666 and -918, had been recorded on or immediately adjacent to the western portion of the study area. On-foot survey found that this western portion had been covered by approximately four feet of fill-dirt, and neither site could be relocated due to this fact. No additional cultural resources were identified within the study area. Grading or disturbance of the original groundsurface of the western portion of the study area therefore has the potential to result in adverse impacts to cultural resources. It is recommended that Phase II test excavations and determinations of significance be conducted on these two sites, prior to any grading or disturbance of the original groundsurface of the western portion of the study area. Proposed removal of the fill-dirt above original grade in this area does not, however, have the potential to impact these sites, and can occur prior to archaeological testing.

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1.0 INTRODUCTION

At the request of Mr. Mark Belliveau, Triliad Development, Inc., Thousand Oaks, California, an intensive Phase I archaeological survey was conducted for APN No. 216-0160-405 and -455. This involves the development of two parcels within the City of Oxnard, Ventura County, California. The Phase I archaeological survey was intended to provide a background review of pertinent research and an archival records search to determine if any known archaeological sites were present in the project corridor, and/or whether the area had been previously and systematically studied by archaeologists; an intensive, on-foot survey of the project area to identify unrecorded cultural resources; and a preliminary assessment of such resources, should any be found within the study area. This manuscript constitutes a report on this Phase I archaeological study. Subsequent sections provide background to the investigation, including the results of the archival record search; a summary of the field surveying techniques employed; the results of the fieldwork; and management recommendations derived therefrom.

2.0 BACKGROUND TO THE PROJECT

2.1 Project Description and Location

The study area consists of two parcels separated by a race track. The western or larger of the two parcels is located on the east side of Rice Avenue between East Fifth Street and Sturgis Road, within the City of Oxnard, Ventura County, California (Figure 1). The second parcel, located a short distance east, fronts East Fifth Street, as its southern boundary, and extends north to Challenger Place. The two parcels combined represent about 43 acres. Planned development for these parcels is an industrial/business park. The study area, physiographically, lies on the flat and open Oxnard Plain, south and east of the Santa Clara River. It has been used, into the recent past, for farming and as an oil field.

2.2 Ethnographic Background

The study region, and Ventura County in general, lies within the territory of the Ventureño dialect of the Chumash ethnolinguistic group (Kroeber 1925). These were Hokan speaking people, who occupied the area from Topanga Canyon northwest to approximately San Luis Obispo. Because of their location in an area of early Spanish missionization, Chumash culture and lifeways were heavily disrupted prior to any modern efforts at ethnographic research, hence our knowledge of them is limited. However, based on fragmentary records and various means of inferential and analogical studies, a certain amount can be reconstructed about their way of life.

The Chumash followed a hunting-gathering-fishing subsistence pattern, which incorporated a heavy reliance on maritime resources, including pelagic and littoral fishes, and shellfish. Indeed, the bountiful sea resources that they exploited may have been a key factor in their evolutionary success (Landberg 1965): at the time of the arrival of the Spanish the Chumash had reached levels of population density, and complexities in social organization, unequaled worldwide by other non-farming groups (Moratto 1984:118). These included permanent coastal villages along the Channel Islands area containing as many as 1000 inhabitants (Brown 1967), as well as a hierarchical sociopolitical organization consisting of at least two major chiefdoms (Whitley and Beaudry 1991). Further, based on recent reconstructions using mission registers, the Chumash appear to be have a matrilocal, and perhaps matrilineal, clan-based society (Johnson 1988).

The Oxnard Plain area was apparently a portion of a paramount Chumash capital at the village of Muwu, at modern Point Mugu (Whitley and Clewlow 1979; Whitley and Beaudry 1991). This served as the center of Lulapin, one of the two known historical chiefdoms, and was a domain whose limits stretched from the southeastern extreme of Chumash territory to just beyond modern Santa Barbara. Correspondingly, the Mugu locale has been documented, both archaeologically and ethnographically, as the center of a considerable amount of aboriginal activity (ibid.).

However, even given the proximity of the study area to Point Mugu, at the south end of the Oxnard Plain, no ethnohistoric data are available pertaining to the immediate project zone, per se. Indeed, King (1975:175; see also Kroeber 1925 and Brown 1967) indicates that the only Historic Chumash

villages known for the region are specifically muwu and simomo (meaning 'beach' and 'the saltbush patch', respectively; see Applegate 1975:37, 41), both located close to Point Mugu; ixsha (or 'ihsha, 'ashes'; Applegate 1975:30), at the mouth of the Santa Clara River; and wenemu, 'sleeping place', the origin for the modern toponymic 'Hueneme' (Applegate 1974:198, 1975:45), applied to a temporary village or campsite, used as a rest-stop in trans-channel crossings, on the coast near Hueneme. According to Kroeber's map (1925: Plate 48), wenemu was actually located on the coast northwest of the modern town of Hueneme proper. Based on John Peabody Harrington's ethnographic notes, other known historical place-names in the area include: kasunalmu ('sending place'), an unlocated village/camp 'just west of Oxnard'; malhohshi, an unlocated place near Oxnard; shishlomow, an unlocated place 'just south of Hueneme'; and swini, another unlocated place near Oxnard (Applegate 1975). None of these latter named locales are identifiable and, with the exception of the village/camp of kasunalmu, it is not even known whether they refer to natural/geographical, cultural, or mythical places on the landscape.

There is no evidence to suggest that any of these placenames apply to the study area. Apparently, during the Historic Period much of the general Oxnard Plain region was essentially an unoccupied zone intermediate between large population centers at Point Mugu and the modern Ventura area.

2.3 Archaeological Background

Regional prehistory is best viewed using a chronological scheme that has its origins in the research of D.B. Rogers (1929), working on the Channel Islands and the Santa Barbara coastline. At a later date, Rogers' scheme was modified in terminology and improved with additional and more detailed data and radiocarbon dates by W.J. Wallace (1955).

Wallace's chronology for southern coastal California includes four time periods, the earliest of which (Early Man/Big Game Hunting period) was considered speculative, and thought to correlate with the end of the Pleistocene. Although it is likely that occupation of the southern California coastal region occurred during this early time period, to date the only evidence of such has been limited to a few discoveries of fluted projectile points, found in isolated locales. However, the characteristic

geomorphological instability of the California coastline, combined with the major change in erosional/degradational regimes that occurred at the end of the Pleistocene, does not favor the preservation of remains from this period.

With the transition towards a modern environment, starting approximately 9 to 10 thousand years ago, however, an adaptation referred to as the Early Millingstone period or horizon began and is evident in the archaeological record. Most sites of this stage date between 8500 and 3500 years in age, and are dominated by assemblages containing large numbers of groundstone artifacts, along with crude choppers and other core/cobble tools. These are thought to represent an adaptation to gathered foods, especially a reliance on hard-shelled seeds.

More recently, it has been suggested that scraper planes, in particular, may have served in the processing of agave (Kowta 1969; Salls 1985); that the association of groundstone and core/cobble tools represents a generalized plant processing toolkit, rather than one emphasizing hard-seeds, per se (Whitley 1979), and one that was used in appropriate environmental settings throughout the prehistoric past; that is, that the so-called 'early millingstone toolkit' is environmentally rather than chronologically specific and reflects localized exploitation patterns, rather than a wide-ranging adaptational strategy (Leonard 1971). However, on the coastal strip, per se, there continues to be evidence that such sites date to the earlier end of the time-frame, and they are generally located on terraces and mesas, above the coastal verge.

Recent studies by Erlandson (1988; see also Erlandson and Colton 1991), finally, provide evidence of a significant, even if small, population of coastal hunters-gatherers in the region before 7000 years ago, or at the beginning of the Early Millingstone period. Erlandson has shown that these were neither Big Game hunters, nor specialized, hard-seed gatherers, but instead generalized foragers that relied on a variety of different kinds of terrestrial, coastal and marine resources, and that they were adapted to estuarine embayments that have long-since disappeared from the local environment. Further, his evidence indicates that their primary protein sources were shellfish and other marine resources. Extending a pattern first identified by Meighan (1959) on the Channel Islands, in other words, this suggests that the adaptation to the seashore is a very ancient and long-lived tradition in

local prehistory.

Following the Early Millingstone, a transitional stage, referred to as the Intermediate period, occurred. It is believed to have gotten underway about 3500 years ago, and to have lasted until about A.D. 1000. It is marked on the coast by a growing exploitation of marine resources, the appearance of the hopper mortar and stone bowl/mortar, and a diversification and an increase in the number of chipped stone tools. Projectile points, in particular, are more common at sites than previously, while artifacts such as fish hooks and bone gorges also appear. Further, there is substantial evidence that it was at the early end of this Intermediate period that inland sites, such as those found in the Conejo Corridor on the north side of the Santa Monica Mountains, were first established and occupied, suggesting the exploitation of more varied environments and perhaps an increase in population (Whitley and Beaudry 1991), as well as a movement of coastal sites down towards the beaches. In general, however, the Intermediate period can be argued to have set the stage for the accelerated changes that took place immediately following it.

With the transition to the Late Prehistoric period at A.D. 1000, which followed the introduction of the bow and arrow at about A.D. 600, and represented by a major reduction in the size of projectile points, we can correlate local prehistory with Chumash society as described (even if in abbreviated form) by early chroniclers and missionaries. However, this is not to suggest that society was in any way static, for the transition to the Late Prehistoric period was marked by the evolution and eventual dominance of a sophisticated maritime economy. Further, the rise in Chumash social complexity has been shown to have been associated with the development of craft specialization, involving the use of standardized micro-drills to mass produce shell beads on Santa Cruz Island (Arnold 1987), and to have occurred during the Late Prehistoric period.

2.4 Historical Background

Traditional Chumash society was altered irrevocably with the onset of the missionization and Spanish colonization of the Ventura County region. But although Juan Rodriguez Cabrillo stopped in the area in A.D. 1542 while exploring the coast, and Sebastían Vizcaíno sailed-by in 1602 (Bancroft

1963), this historical period effectively began with the passing of the Gaspar de Portolá expedition through the area in 1769 - 1770 (Bolton 1971; Boneu 1983). Portolá was followed in quick succession by a number of other explorers, such as Juan Bautista de Anza in 1775-1776 (Bolton 1931) and José Longinos Martinez in 1792 (Simpson 1938). However, it was the establishment of the Mission of San Buenaventura, at modern Ventura, in 1782 (Triem 1985) that truly spelled the end of the aboriginal period.

The study area, per se, is located relatively close to the original Ventura mission in modern terms, but in earlier times was some distance from the mission proper, and fell outside of the original Mission San Buenaventura lands. Thus, although missionization clearly had an impact on any Chumash who may have occupied this region, due to its peripheral and remote location, it is unlikely that the project area directly played any consequential part in the historical events that occurred in the first fifty years of colonization in southern Ventura County. It was not until the middle to late 1830s, in fact, that any significant evidence for historical use of the general region surrounding the study area occurred. On May 22, 1837, Governor Juan B. Alvarado awarded the *Rancho el Río de Santa Clara ó La Colonia* to eight soldiers, Valentin Cota, Leandro and Rafael Gonzalez, Salvador and José María Valenzuela, Vicente Pico, Rafael Valdez and Vicente Feliz, with the grant consisting of 44,883 acres (Thompson and West 1883:381; Robinson 1956:42); that is, exactly the maximum of eleven leagues then allowable under Mexican law (Cleland 1940).

Although Rancho Santa Clara, which then contained the study area, was awarded to eight men, only one - Rafael Gonzalez - ranched it to any extent, and a half interest in the rancho was sold prior to its patent by the U.S. Land Commission in a series of legal actions and suits that culminated in about 1872 (Bodle 1977:2; cf. Robinson 1956:42).

Accordingly, it was not until the American Period, starting in 1848, that the real historical use of the region immediately surrounding the study area can be said to have begun. Nonetheless, the name of the original land grant is preserved in the modern place names of "La Colonia", the first name for Oxnard and now a Hispanic neighborhood within the city, and "El Río", an unincorporated residential neighborhood north of the Ventura Freeway. And it was apparently in El Río that the original Gonzalez family adobe was located (cf. Thompson and West 1883:382), and hence where most of the early

ranching activities were centered.

The rancho lands were purchased by the easterner Thomas A. Scott from the original grantees, sometime in the early 1860s (the historical accounts vary as to exact date), through his local agent, Thomas A. Bard, following a pattern Scott and Bard employed throughout much of the county. Scott had intended the property to serve as a terminus for the Southern Pacific Railroad. When this plan failed, he sold the rancho to Bard for $150,000.00 in 1869. However, also reflecting then ongoing tensions in the county (cf. Outland 1991), by 1869 portions of the rancho had already been occupied by squatters, who assumed that certain areas were public lands, more-or-less free for the taking. The most notable of these interlopers was W.E. Barnard, founder of a local "Squatters' League" who, along with other "civic-minded" individuals such as G.S. Gilbert and H.P. Flint, settled in Hueneme about 1869 (Thompson and West 1883:384-385).

This situation resulted in a series of legal and other disputes between Bard and the squatters. The conflict was narrowly averted from escalating to violence when each side put up monetary bonds for the land titles, thereby allowing the courts to decide on legal ownership of the property in contention in a more civilized manner. Eventually the case was ruled in Bard's favor, but the squatter's were given the right to purchase the land that they had settled (Robinson 1956:19) and, by 1871, Hueneme had grown to include 17 families with a total of 48 children (Thompson and West 1883:385). A plat map of the "Town of Hueneme" was surveyed in 1872, and officially recorded on 26 September, 1874 (Robinson 1956:19), thereby marking the incorporation of the town.

The Oxnard Plain quickly then developed into an agricultural region of considerable importance (and has, of course, remained so to this day), aided by the development of a series of artesian wells in the region, which were first exploited in 1871 (Thompson and West 1883:386). Lima beans, corn, barley, flax and wheat were the initial agricultural emphases of the area. Some of the early prominent settlers in the area included Dominick McGrath, who purchased 1337 acres of the original land grant, north of Hueneme, from Bard in 1875 (and whose family eventually expanded their holdings to 5000 acres; see Bodle 1977); James Fenlon, who purchased 160 acres west of Hueneme (Thompson and West 1883:386); and James Y. Saviers (for whom Saviers Road in Oxnard is named), who bought 318 acres from Bard in

1869 (White 1990:4).

It was Saviers' sale of 200 acres of his land, in December, 1897, to Albert C. Maulhardt and the Oxnard brothers, that heralded the next phase of local history (Robinson 1956:30). Maulhardt visited the Oxnard brothers' sugar beet factory in Chino, and was encouraged to grow and ship beets to that facility (Triem 1985:96). Due to his success, other Oxnard Plain farmers soon followed his lead.

Though the Oxnards in fact never lived in the town that was to bear their name, they had been involved in the establishment of a sugar beet industry throughout the United States, and Henry Oxnard was instrumental in backing and aiding Maulhardt in the construction of the American Sugar Beet Factory in what was then still "La Colonia". By January of 1898 the new "Oxnard" had been surveyed and laid-out around a square, and the town map was recorded in April by the then recently formed Colonia Improvement Company. Residential and commercial development followed shortly thereafter; indeed, the *Free Press* boasted that Oxnard already had "more than a mile of cement [i.e., concrete] sidewalk and curbing, and two miles of pipe laid" by 1899 (Heil 1978:12). In 1903, Oxnard incorporated, largely to control gambling and saloons (Triem 1985:98), bonding itself with $45,000.00 for a sewer system (Gabbert 1912). And, of course, the sugar beet industry quickly expanded, turning Oxnard into a major focus of Ventura County economic growth.

Probably as a result of the sugar beet factory and its increasing importance in the regional economy, a spur line of the Southern Pacific Railroad was built to Oxnard in 1898 (Triem 1985:98), making Oxnard rather than Hueneme the principal local point of transshipment. (The rail right-of-way forms the southern boundary of the study area.) In fact, the railroad seriously diminished the importance of the wharf at Hueneme, and so Oxnard's rise in prominence effectively resulted in Hueneme's decline (Triem 1985:101). In 1906, Bard sold the wharf and more or less retired to his estate, Berylwood. Hueneme was not to regain prominence as a port until 1940, when a new deep water harbor was constructed (ibid).

Since the turn of the century the Oxnard Plain, as well as the region immediately surrounding and including the study area, have remained an area of important agricultural activities. However, suburban and industrial growth and development have occurred particularly along the Highways 101 and 1

(Oxnard Boulevard) corridor. But the continued rural use of the much of the Oxnard Plain, including the study area, is no better demonstrated than by the fact that, in 2005, this area is just being considered for development.

3.0 ARCHIVAL RECORDS SEARCH

An archival record search was conducted at the California State University, Fullerton, Archaeological Information Center (AIC), by AIC staff members to determine: (i) if prehistoric or historical archaeological sites had previously been recorded within the project area; (ii) if the project area had been systematically surveyed by archaeologists prior to the initiation of this field study; and/or (iii) whether the region of the field project was known to contain archaeological sites and to thereby be archaeologically sensitive. The complete results of this archival record search are included in this document as Appendix A.

Files and records at the CSUF AIC indicate that the study area had not been previously surveyed, in its entirety. However, two prehistoric sites had been recorded within it, as a result of surveys along the roadway boundaries. These sites are CA-VEN-666 AND -918 (Appendix B). As indicated in Figure 2, both sites are located in the western parcel of the study area.

CA-VEN-666 was first recorded by Steve Horne in 1979 and located along both sides of Rice Avenue. Horne noted that access was not permitted onto the east side of the road, and thus into the study area, during his survey. Nonetheless he observed a metate fragment in the study area, the approximate location of which he marked on a sketch map, causing him to extend the inferred site boundary in this easterly direction. Other artifacts noted on the site as a whole included three species of shellfish, a mano fragment and chert flakes. At the time of discovery, Horne estimated that 50% of the site had already been destroyed by agricultural activities and the grading of Rice Avenue.

CA-VEN-918 was recorded in 1988 by Brian Haley and Andrew York. It was found primarily in the railroad berm that forms the southern boundary of the study area, along East Fifth Street. Artifactual remains were limited to a

low density scatter of shellfish in a portion of the rail berm, with one piece of shell found to the north of the right-of-way. Given the discovery of the site within the railroad berm, and its proximity to East Fifth Street, the site can be assumed to have been substantially disturbed at the time of recording. Further, strictly speaking this site was discovered outside of the study area proper, although effectively immediately adjacent to it. Hence it is unknown whether it currently, or even originally, extended onto the study area.

4.0 FIELD SURVEY METHODS

An intensive and systematic field survey of the approximately 43 acres study area was conducted by Tamara K. Whitley, M.A., W&S Consultants, and Richard Angulo, California Indian Council Foundation, on 2 June, 2005. The groundsurface was examined by walking transects across the study area spaced at 10 meter intervals to identify artifacts or other archaeological indicators that might be present on the groundsurface.

Groundsurface visibility during the fieldwork was very poor. The study area appeared was heavily disturbed, with fill covering much of the western parcel. According to Dennis Daniel, project civil engineer, approximately four feet of fill were placed over this portion of the study area about five years ago (personal communication, 2005). Further hampering visibility, both the western and eastern parcels were covered by a dense stand of grass, resulting from the recent record rainy season. Although it was possible to spot check rodent burrow back-dirt piles and other areas where the groundsurface was exposed, it was not possible to obtain good coverage of the property, especially in areas with a fill covering.

5.0 SURVEY RESULTS

The two prehistoric sites recorded within/adjacent to the property could not be relocated, due to the combination of fill covering and heavy grass on the western parcel. No additional cultural resources were identified during the survey, including in the eastern parcel.

6.0 RECOMMENDATIONS

An archival records search, background studies, and an intensive, on-foot surface reconnaissance of the ~43 acres APN No. 216-0160-405 and -455 study area, City of Oxnard, Ventura County, California, were conducted as part of a Phase I archaeological survey. Two prehistoric archaeological sites, CA-VEN-666 and -918, had been previously recorded on/immediately adjacent to the property. These two sites could not be relocated during the field survey, but conditions were very poor, effectively precluding adequate groundsurface visibility in the recorded area of these sites.

Although it is possible that one or both of these sites was destroyed subsequent to original recording, CEQA requires the assumption that both resources are still intact and potentially significant, absent direct evidence to the contrary. Development of the study area, therefore, has the potential to result in adverse impacts to cultural resources. Based on this circumstance, we recommend that a Phase II test excavation and determination of significance be conducted at CA-VEN-666 and -918 prior to development, from which final recommendations for these two cultural resources can be made.

It is important to note, however, that about four feet of fill dirt cover the western portion of the study area, including the areas of the two recorded sites. Approximately two feet of this fill are slated for immediate removal (Dennis Daniel, personal communication, 2005). The currently planned removal, which will not reach original grade, does not have the potential to adversely impact either site CA-VEN-666 or -918. Phase II test excavations need then be completed prior to any disturbance of original grade, but not necessarily before the removal of the existing fill-covering within the study area.

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8.0 FIGURES

List of Figures:

Figure 1 - Location of the study area, Oxnard, Ventura County, California.

Figure 2 - Plan showing the two recorded site locations in relation to the two portions of the study area, and the area of planned fill removals.

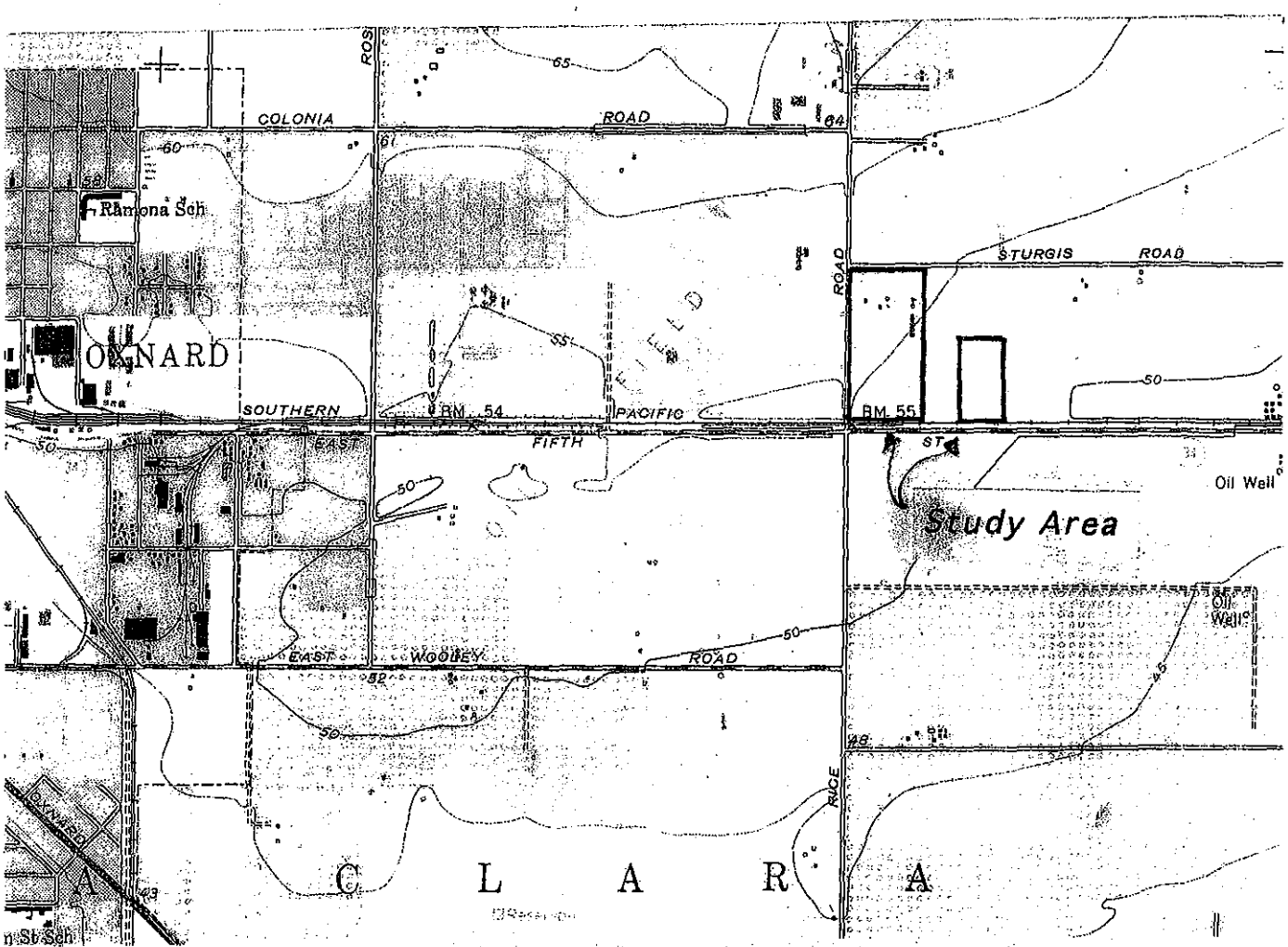


FIGURE 1: Location of the APN 216-0-160-455 & -405, Oxnard, study area. Base map: USGS Oxnard quadrangle; scale - 1 : 2000.

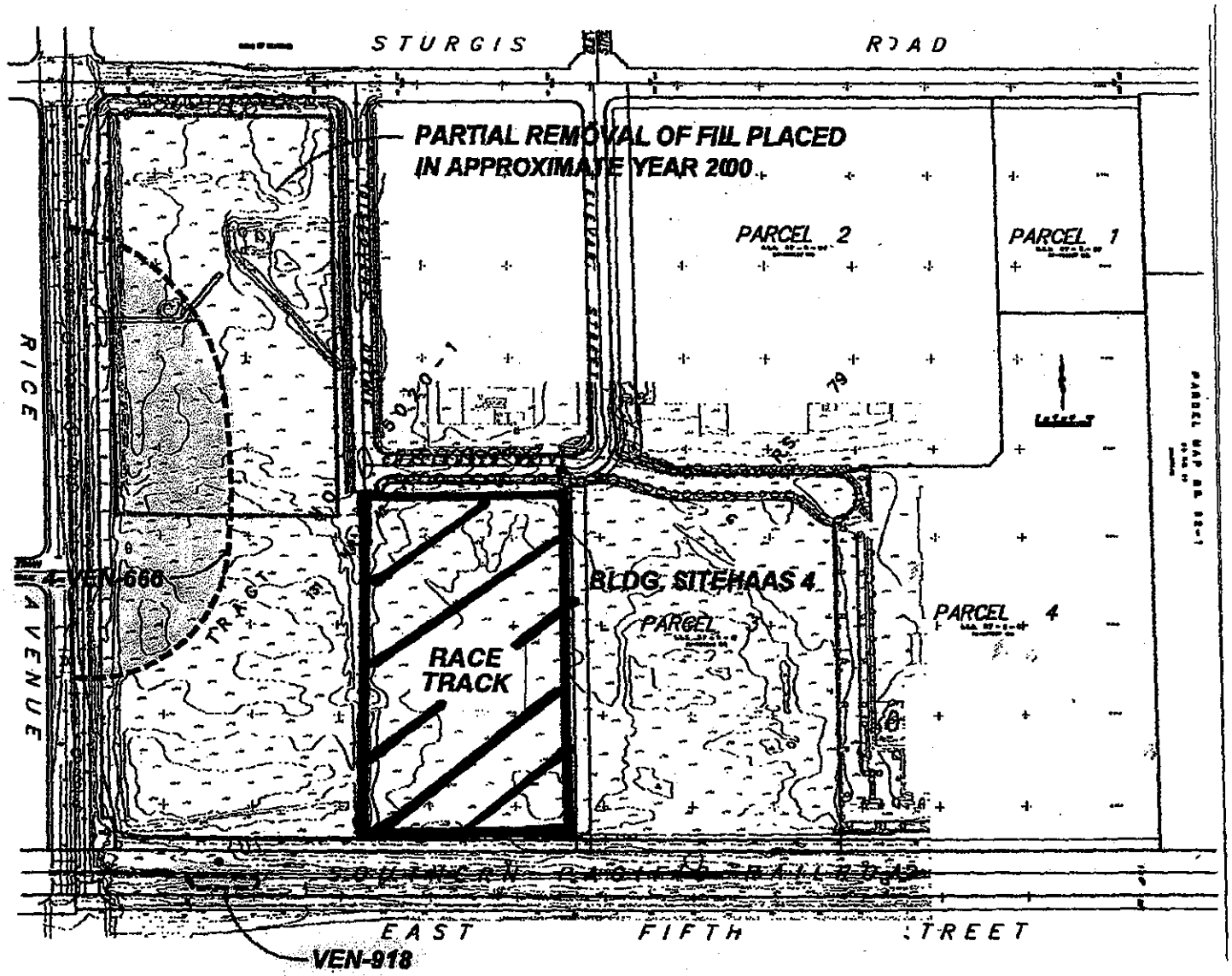


FIGURE 2: Plan showing the two portions of the study area, the recorded locations of sites CA-VEN-666 and -918, and the area of the planned removal of fill.

9.0 APPENDIX A: ARCHIVAL RECORDS SEARCH

South Central Coastal Information Center
California Historical Resources Information System
California State University, Fullerton
Department of Anthropology
800 North State College Boulevard
Fullerton, CA 92834-6846
714.278.5395 / FAX 714.278.5542
anthro.fullerton.edu/sccic.html - sccic@fullerton.edu

Ventura
Los Angeles
Orange

June 1, 2005 SCCIC # 5450.2779

Mr. Dave Whitley
W & S Consultants
2242 Stinson St
Simi Valley, CA 93065
(805) 524-3620

RE: 43-Acre Parcel, Oxnard (Oxnard Quadrangle)

Dear Mr. Whitley,

As per your request received on May 26, 2005, an expedited records search was conducted for the above referenced project. This search includes a review of all recorded archaeological sites within a 1/8-mile radius of the project site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (CR), the National Register of Historic Places (NR), and the California State Historic Resources Inventory (HRI) were reviewed for the above referenced project. The following is a discussion of the findings.

Oxnard, CA. 7.5' USGS Quadrangle

ARCHAEOLOGICAL RESOURCES:

Two archaeological sites (56-000666* and 56-000918*) have been identified within a 1/8-mile radius of the project site. Both archaeological sites are located within the project site. Neither of the two sites is listed on the National Register Archaeological Determination of Eligibility list. No isolates have been identified within a 1/8-mile radius of the project site.
(* = Located within the project site)

HISTORIC RESOURCES:

No additional cultural resources have been identified within a 1/8-mile radius of the project site.

Copies of our historic maps - Hueneme (1904) 15' USGS - are enclosed for your review.

The California Point of Historical Interest (2004) of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a 1/8-mile radius of the project site.

The California Historical Landmarks (2004) of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a 1/8-mile radius of the project site.

The California Register of Historic Places (2004) lists no properties within a 1/8-mile radius of the project site.

The National Register of Historic Places (2004) lists no properties within a 1/8-mile radius of the project site.

The California Historic Resources Inventory (2004) lists no properties that have been evaluated for historical significance within a 1/8-mile radius of the project site.

PREVIOUS CULTURAL RESOURCES INVESTIGATIONS:

Thirteen studies (VN236, VN451*, VN572, VN575*, VN581, VN733*, VN817*, VN1040, VN1153, VN1265, VN2022*, VN2023, and VN2213) have been conducted within a 1/8-mile radius of the project site. Of these, five are located within the project site. There are eleven additional investigations located on the Oxnard 7.5' USGS Quadrangle that are potentially within a 1/8-mile radius of the project site. These reports are not mapped due to insufficient locational information.
(* = Located within the project site)

Please forward a copy of any reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you **do not include** records search maps in your report. If you have any questions regarding the results presented herein, contact the office at 714.278.5395 Monday through Thursday 8:00 am to 3:30 pm.

Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,
SCCIC

Stacy Hoff for
Thomas D. Shackford
Staff Researcher

Enclosures:

(X) Map – Oxnard 7.5' USGS Quadrangle, Hueneme 15' USGS Quadrangle
(X) Bibliography – 6 pages
(X) Site Records – 56-000666 and 56-000918
(X) Confidentiality Form
(X) Invoice # 5450.2779

Bibliography: 43 Acre Parcel, Oxnard (Oxnard Quadrangle)

IC ID#: VN1040 DATE: 1982 PAGES: 13

AUTHOR: STEELE, KENNETH AND ALBERT GALLARDO

FIRM: CALTRANS AND FEDERAL HIGHWAY ADMINISTRATION

TITLE: for IMPROVEMENT of the OPERATIonAL CHARACTERISTICS of ROUTE 101, the VENTURA FREEWAY IN LOS ANGELES and VENTURA COUNTIES, BETWEEN ROUTE 405 IN LOS ANGELES, and the SANTA CLARA RIVER IN Oxnard

AREA: 51 li mi

SITES: 56-000654 (?)

QUADNAME: OXNARD
CAMARILLO

MEMO:

IC ID#: VN1153 DATE: 1991 PAGES: 55

AUTHOR: Peak and Associates, Inc.

FIRM: Peak & Associates

TITLE: Class 3 Cultural Resource Assessment of the Proposed Carpinteria and Southern Reroutes, Santa Barbara, Ventura, and Los Angeles Counties, California

AREA: 58 li mi

SITES: 56-001089

QUADNAME: Burbank

MEMO:

IC ID#: VN1265 DATE: 1992 PAGES: 356

AUTHOR: Anonymous

FIRM: PEAK AND Associates

TITLE: Consolicated Report: Cultural Resources Studies for the Proposed Pacific Pipeline Project

AREA: 172 li mi

SITES: See report

QUADNAME: SEE REPORT

MEMO:

Bibliography: 43 Acre Parcel, Oxnard (Oxnard Quadrangle)

IC ID#: VN2022 **DATE:** 2001 **PAGES:** 6

AUTHOR: Romani, John

FIRM: Compass Rose

TITLE: Negative Archaeologcial Survey Report: Phase I Archaeological Survey at 2350 Eastman Ave. City of Oxnard

AREA: 5.25 ac

SITES: None

QUADNAME: Oxnard

MEMO:

IC ID#: VN2023 **DATE:** 2002 **PAGES:** 27

AUTHOR: Wlodarski, Robert J.

FIRM: HEART

TITLE: A Phase I Archaeological Study for 2350 Eastman Avenue (Tract 3943-Lot 14) City of Oxnard, County of Ventura, California

AREA: <1 ac

SITES: None

QUADNAME: Oxnard

MEMO:

IC ID#: VN2213 **DATE:** 2003 **PAGES:** 18

AUTHOR: Wlodarski, Robert F.

FIRM: Historical, Environmental, Archaeological, Research, Team

TITLE: A Phase I Archaeological Study for Nine Acre Parcel Located on the Northwest Corner of Camino del Sol and Elevar Street City of Oxnard, County of Ventura, California

AREA: 9 ac

SITES: None

QUADNAME: Oxnard

MEMO:

Bibliography: 43 Acre Parcel, Oxnard (Oxnard Quadrangle)

IC ID#: VN236 **DATE:** 1980 **PAGES:** 100

AUTHOR: Sengea, Leslie W. and Horne, Stephen

FIRM:

TITLE: Final Report Onshore Cultural Resources Assessment Union Federal Leases OCS P-0202 and P-0216 Offshore Southern California

AREA:

SITES: 56-000662,56-000553,56-000664,56-000665,56-000666,56-000667

QUADNAME: OXNARD

MEMO:

IC ID#: VN451 **DATE:** 1985 **PAGES:**

AUTHOR: Wlodarski, Robert J. and Romani, Gwen R.

FIRM:

TITLE: the RESULTS of Archaeological TEST EXCAVATIonS on Tract NUMBER 3943, the NORTHFIELD BUSinESS PARK, VENTURA COUNTY,CALIforNIA (CA-VEN-506, CA-VEN-666, CA-VEN-789)

AREA:

SITES: 56-000506,56-000056,56-000666,56-000789

QUADNAME: oxnard

MEMO:

Bibliography: 43 Acre Parcel, Oxnard (Oxnard Quadrangle)

IC ID#: VN572 **DATE:** 1988 **PAGES:** 120

AUTHOR: Dames and Moore
FIRM: DAMES & MOORE

TITLE: Phase 1 Cultural Resources Survey Fiber Optic Cable Project, Burbank to Santa Barbara, California for US Sprint Communications Company

AREA: 82 li mi

SITES: 56-000027,56-000196,56-000202,56-000240,56-000241,56-000341,56-000342,56-000550,56-000643,56-000644,56-000655,56-000729,56-000789,56-000895,56-000896,56-000916,56-000917,56-000918 & other counties

QUADNAME: Burbank
Van Nuys, Simi

MEMO: REPORT LA160 COVER LOS ANGELES AREA

IC ID#: VN575 **DATE:** 1988 **PAGES:** 14

AUTHOR: Lopez, Robert
FIRM:

TITLE: An Archaeological Reconnaissance of the AREAS INVOLVED IN the PROPOSED S.W.E.P.I. WELL LOCATIONS AND PIPELInE ROUTES, OXNARDPLAin, VENTURA COUNTY, CALIforNIA

AREA: 17.8 ac, 34.7 li mi

SITES: 56-000631,56-000665,56-000666

QUADNAME: Camarillo,Moorpark,Saticoy,Santa Paula
Oxnard

MEMO:

Bibliography: 43 Acre Parcel, Oxnard (Oxnard Quadrangle)

IC ID#: VN581 **DATE:** 1988 **PAGES:** 21

AUTHOR: Wlodarski, Robert J.

FIRM: H.E.A.R.T.

TITLE: An Archaeological Reconnaissance Report for APPROXIMATELY 235 ACRES of LAND located ON the OXNARD PLAin, PROPOSED MCinNESRANCH BUSinESS PARK, CITY of OXNARD, VENTURA COUNTY,

AREA: 235 ac

SITES: None

QUADNAME: Camarillo
Oxnard

MEMO:

IC ID#: VN733 **DATE:** 1988 **PAGES:** 22

AUTHOR: Wlodarski, Robert J.

FIRM: H.E.A.R.T.

TITLE: An Archaeological Reconnaissance Report for PORTIonS of Land located WITHin the NORtheAST inDUSTURIAL ASSESSMENT DISTRICT, CITY of OXNARD, VENTURA COUNTY, CALIforNIA.

AREA:

SITES: None

QUADNAME: Camarillo,Oxnard

MEMO:

Bibliography: 43 Acre Parcel, Oxnard (Oxnard Quadrangle)

IC ID#: VN817 **DATE:** 1990 **PAGES:** 40

AUTHOR: Wlodarski, Robert J.

FIRM: H.E.A.R.T.

TITLE: An Archaeological Reconnaissance Report for APPROXIMATELY 87 ACRES of LAND (TENTATIVE map NO. 4669) OXNARD PLAin, VENTURA COUNTY, CALIforNIA

AREA: 87 ac

SITES: 56-000666,56-000918

QUADNAME: Oxnare

MEMO:

10.0 APPENDIX B: SITE RECORDS

Ven-666

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE SURVEY RECORD

SITE No. 4-VEN-

1. Previous Site Designation None 2. Temporary Field No. Oxnard 9
3. USGS Quad Oxnard, Calif. 7½' x 15' ____ Year 1949 (Rev. 1967)
4. UTM Coordinates 3786215 m. N. / 302705 m. E.
5. Twp. Unsurveyed Range ____; ____ ¼ of ____ ¼ of Sec. ____
6. Location This site is situated about 200 m north of East Fifth St., east of Oxnard and south of El Rio
7. Contour 55 ft 8. Owner & Address Ventura Co. and private ownership
9. Prehistoric x Ethnographic ____ Historic ____ 10. Site Description This site is a low density scatter of shell and artifacts.
11. Area 250 x 50 ? meters, ____ square meters. 12. Depth of Midden Undetermined
13. Site Vegetation Agricultural Surrounding Vegetation Agricultural
14. Location & Proximity of Water No information on prehistoric distribution of water
15. Site Soil Sandy loam Surrounding Soil Sandy loam
16. Previous Excavation None recorded
17. Site Disturbance Extreme resulting from agriculture, roads, and utilities.
18. Destruction Possibility Significant resulting from continuing uses.
19. Features None
20. Burials None
21. Artifacts Mano fragment, metate fragment, chert flakes (few), unworked serpentine fragment.
22. Faunal Remains Shell: Tivela sp., Protothaca sp., Chione sp. (?).
23. Comments No access was permitted to the field east of Rice Rd. The site may be related to 4-Ven-506, situated about 550 m west.
24. Accession No. n.a. 25. Sketch Map Yes by Horne where Attached
26. Date Recorded 10-9-79 27. Recorded By Stephen Horne
28. Photo Roll No. ____ Frame No. ____ Film Type(s) Plus x Taken By Horne
Horne 0279-2

DPR 422 (Rev. 9/76)

Ven-666

SITE STATUS:

% Destroyed 50 ? How Agric. Test Excavated No %, if known.

National Register Status; Listed _____ Potential _____ Nominated _____ Ineligible _____

State Historical Landmark (No.) _____ Point of Historical Interest _____

SPECIAL ATTRIBUTES (Place an X in only those spaces which pertain to the site)

Midden/Habitation Debris X, Lithic and/or Ceramic Scatter _____

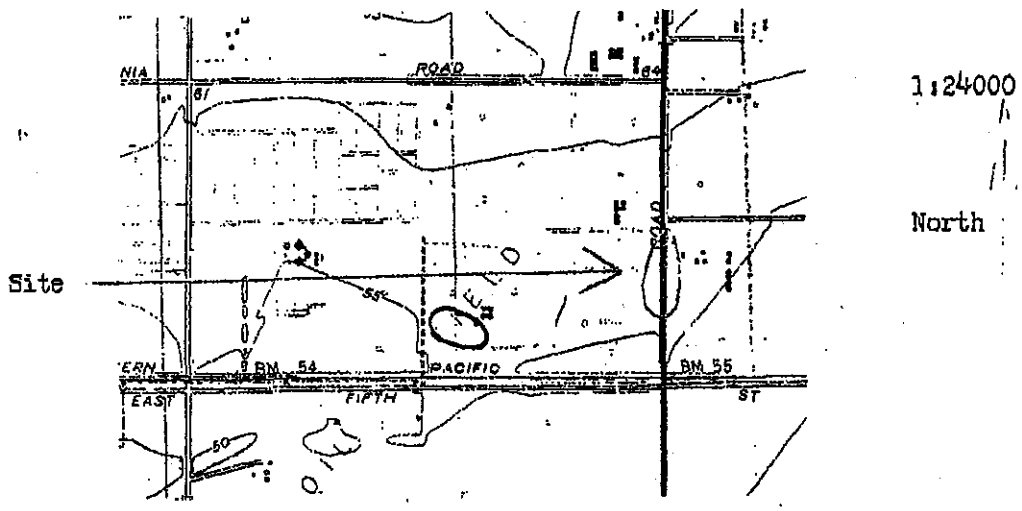
Bedrock Mortars/Milling Surfaces _____, Petroglyphs/Pictographs _____, Stone Features _____

Burials _____, Caches _____, Hearths/Roasting Pits _____, Housepits _____, Structure Remains _____,

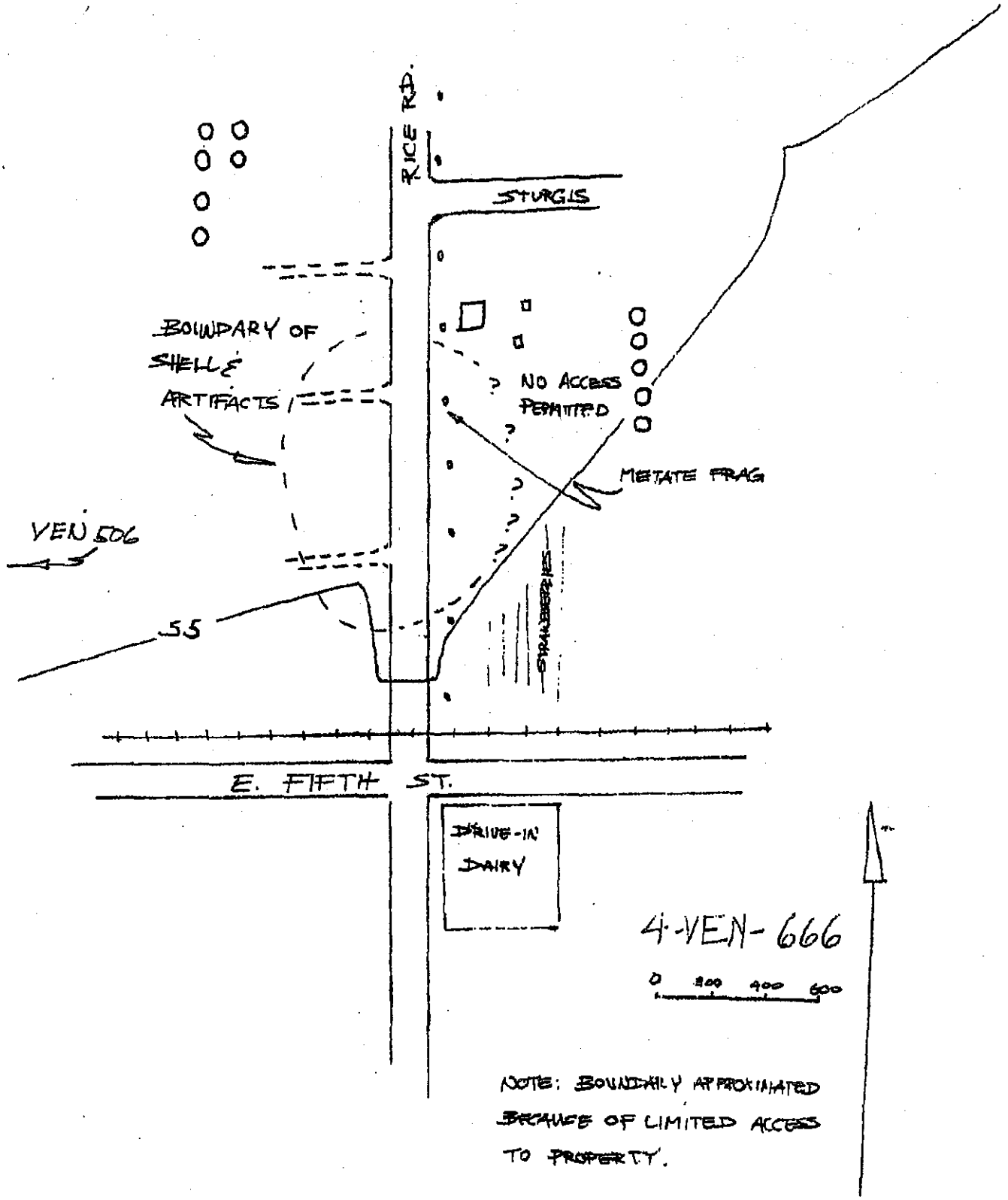
Underwater _____, Open Air X, Rockshelter _____, Cave _____, Quarry _____, Trails _____

REMARKS _____

SKETCH LOCATION MAP (Include permanent reference markers, North Arrow, and Scale)

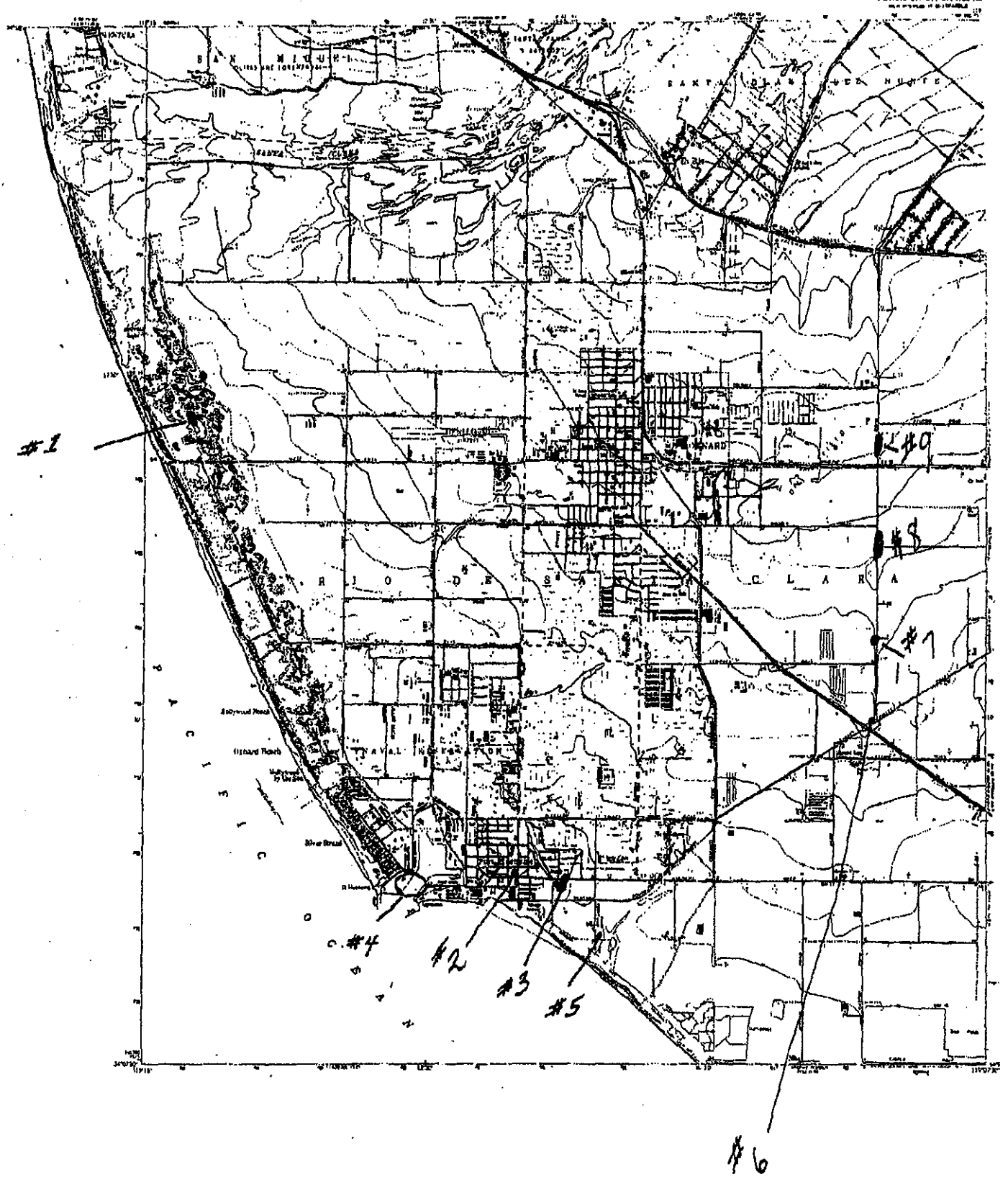


SKETCH SITE MAP (Same criteria as above)


RICE RD.
STURGIS
BOUNDARY OF SHELL ARTIFACTS
NO ACCESS PERMITTED
METATE FRAG
VEN 506
55
STRAWBERRIES
E. FIFTH ST.
DRIVE-IN DAIRY
4-VEN-666
0 200 400 600
NOTE: BOUNDARY APPROXIMATED BECAUSE OF LIMITED ACCESS TO PROPERTY.

SPH 1977

Ven-662-666



State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

ARCHEOLOGICAL SITE RECORD

Permanent Trinomial: CA-VEN-918 Supplement [ ]

Temporary Number: BH-2

Page 1 of 6.

Agency Designation:

1. County: Ventura

2. USGS Quad: Oxnard (7.5') 1949 (15') Photorevised 1967

3. UTM Coordinates: Zone 11 / 302790 Easting / 3783890 Northing ( )

4. Township 1N Range 22W unsectioned ¼ of ¼ of ¼ of ¼ of Section Base (Mer.) SB ( )

5. Map Coordinates: 242 mmS 418 mmN (from NW corner of map) 6. Elevation 55 ft.

7. Location: The site lies within the Southern Pacific Railroad right-of-way on the Oxnard plain. Proceed east from Oxnard on East 5th Street to Rice Avenue. Site is in railroad berm south of tracks 70 m east of Rice Road and 10 m north of East 5th Street. ( )

8. Prehistoric X Historic Protohistoric 9. Site Description: The site is a low density scatter of Tivela stultorum shell fragments in a narrow berm of soil underlying the SPRR tracks. No shellfish fragments were observed in a 70 cm deep trough bounding the site on the south, and only a single shell fragment was observed north of the railroad tracks. CA-VEN-666 is located approximately 200 m N. (X)

10. Area: 60 m(length) x 6 m(width) 360 m^2. Method of Determination: Pacing and U.S. Sprint (X)

11. Depth: Unknown cm Method of Determination: – ( )

12. Features: None observed ( )

13. Artifacts: None observed ( )

14. Non-Artifactual Constituents: Fragments of Tivela stultorum ( )

15. Date Recorded: 1/29/88 16. Recorded By: R. Haley, A. York ( )

17. Affiliation and Address: Dames & Moore, 175 Cremona, Suite A-E, Goleta, CA 93117 ( )

DPR 422A (Rev. 8/82)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

ARCHEOLOGICAL SITE RECORD

Permanent Trinomial: VEN-918 mo. yr.

Temporary Number: BH-2

Page 2 of 6

Agency Designation:

18. Human Remains: None observed ( )

19. Site Integrity: Site boundaries are defined by severe disturbance of road building to the south and railway and agriculture to the north. The integrity of the site is unknown. ( )

20. Nearest Water (type, distance and direction): Revelon Slough, 3 km to east ( )

21. Largest Body of Water within 1 km (type, distance and direction): Unknown ( )

22. Vegetation Community (site vicinity): Agricultural fields [Plant List ( )] ( )

23. Vegetation Community (on site): None [Plant List ( )] ( )

References for above: ( )

24. Site Soil: Medium brown sandy loam ( ) 25. Surrounding Soil: Same as on site ( )

26. Geology: Alluvial ( ) 27. Landform: River floodplain ( )

28. Slope: Level ( ) 29. Exposure: Open all directions ( )

30. Landowner(s) (and/or tenants) and Address: Southern Pacific Railroad ( )

31. Remarks: The site may suffer some disturbance during trenching for placement of U.S. Sprint cable in the future. ( )

32. References: Dames & Moore 1988. Phase 1 Cultural Resources Survey of the U.S. Sprint Fiber Optics Cable Project, Burbank to Santa Barbara, California. ( )

33. Name of Project: U.S. Sprint Burbank to Santa Barbara ( )

34. Type of Investigation: Surface survey ( )

35. Site Accession Number: No collections Curated At: - ( )

36. Photos: 1 B&W Taken By: A. York ( )

37. Photo Accession Number: Sprint 1:10 On File At: U.C. Santa Barbara ( )

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

ARCHEOLOGICAL SITE RECORD
Continuation Sheet

Page 3 of 6

Permanent Trinomial: KEN-918 ____ ____ Mo. Yr.

Other Designations: BH-2

Item No.	Continuation
9	north and may be associated with the site.
10	survey markers

DPR 422 C (Rev. 4/86)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Permanent Trinomial: KEN- 918 ____ Mo. ____ Yr.

ARCHEOLOGICAL PHOTOGRAPHIC RECORD

Other Designations: BH-2

Page 4 of 6

Camera and Lens Types: Konica 35 mm

Film Type and Speed: Plus - X - 125

On File at:

Mo.	Day	Time	Exposure/ Frame	Subject/Description	View Toward	Accession Number
1	29	PM	26	Site overview	W	Sprint 1:26

DPR 422 E (Rev. 4/86)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

ARCHEOLOGICAL SITE MAP

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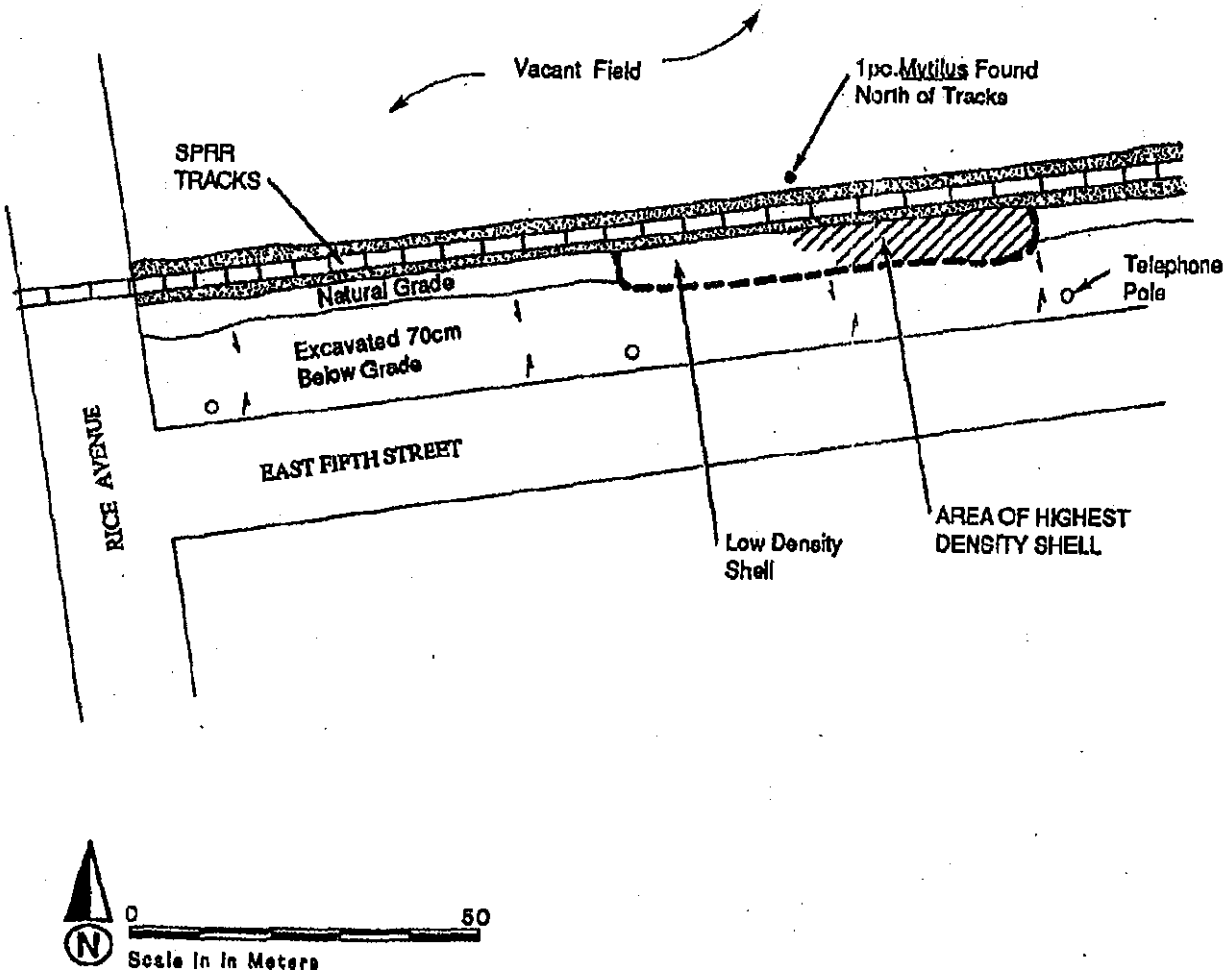
Permanent Trinomial: VEN-918 mo. yr.

Temporary Number: BH-2

Agency Designation:



DPR 422F (Rev. 8/82)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

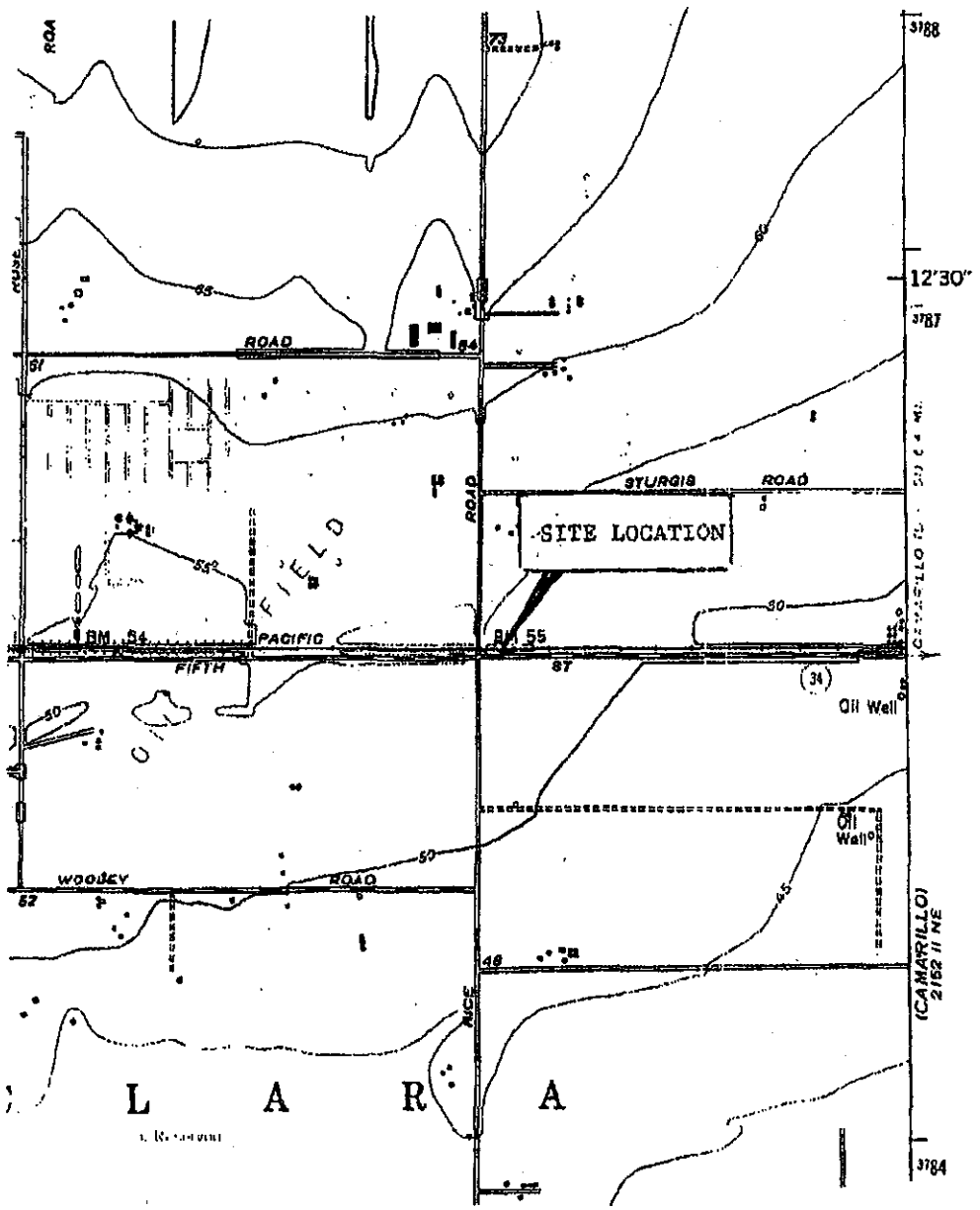
ARCHEOLOGICAL SITE LOCATION MAP

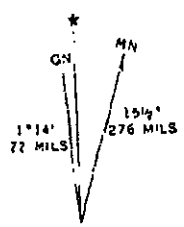
Page 6 of 6.

Permanent Trinomial: VEN-918 BH-2 mo. yr.

Temporary Number:

Agency Designation:





SCALE 1:24 000

OXNARD, CALIF.
NW/4 HUENEME 15' QUADRANGLE
N3407.5—W11907.5/7.5

1949

AMS 2152 II NW—SERIES V895

DPR 422G (Rev. 8/82)

APPENDIX III

Traffic Impact Analysis Report
(without appendices)

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HAAS TECH CENTER PROJECT TRAFFIC IMPACT ANALYSIS

City of Oxnard

Prepared for

TRILIAD DEVELOPMENT, INC.

Prepared by

RBF CONSULTING

14725 ALTON PARKWAY, IRVINE, CALIFORNIA 92618-2027
CONTACT: BOB MATSON 949.472.3505 bobmatson@rbf.com

August 11, 2011

JN 10-108265

RECEIVED
SEP 09 2011
PLANNING DIVISION
CITY OF OXNARD

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Exhibit 24 Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions AM & PM Peak Hour Intersection Volumes 22
Exhibit 25 Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions AM & PM Peak Hour Intersection Volumes 24

EXECUTIVE SUMMARY

This study analyzes the forecast traffic conditions associated with the proposed Haas Tech Center project in the City of Oxnard at the southeast corner of the Rice Avenue/Sturgis Road intersection. The proposed project is a two-phase industrial project with two alternatives under consideration for phase 2 as follows:

- Phase 1: 162,574 square foot building consisting of 12,224 square feet of Warehouse and 150,350 square feet of Manufacturing;
- Phase 2 Alternative 1: 454,753 square feet of Warehouse; and
- Phase 2 Alternative 2: 363,803 square feet of Manufacturing.

Phase 1 of the proposed project is forecast to generate approximately 618 daily trips, which include approximately 114 a.m. peak hour trips and approximately 114 p.m. peak hour trips. Alternative 1 buildout of the proposed project is forecast to generate approximately 2,237 daily trips, which include approximately 250 a.m. peak hour trips and approximately 259 p.m. peak hour trips. Alternative 2 buildout of the proposed project is forecast to generate approximately 2,008 daily trips, which include approximately 379 a.m. peak hour trips and approximately 380 p.m. peak hour trips.

Based on City of Oxnard established thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the Rice Avenue/Sturgis Road study intersection for forecast existing plus approved/pending projects with phase 1 project conditions.

The following mitigation measure is recommended to eliminate the forecast significant traffic impact at the Rice Avenue/Sturgis Road study intersection for forecast existing plus approved/pending projects plus phase 1 project conditions:

Mitigation Measure #1 **Rice Avenue/Sturgis Road** – The project applicant shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

Based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections since the addition of project-generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse). Therefore, no mitigation measures are identified for the State Highway study intersections.

INTRODUCTION

This study analyzes the forecast traffic conditions associated with the proposed Haas Tech Center project in the City of Oxnard at the southeast corner of the Rice Avenue/Sturgis Road intersection. The proposed project is a two-phase industrial project with two alternatives under consideration for phase 2 as follows:

- Phase 1: 162,574 square foot building consisting of 12,224 square feet of Warehouse and 150,350 square feet of Manufacturing;
- Phase 2 Alternative 1: 454,753 square feet of Warehouse; and
- Phase 2 Alternative 2: 363,803 square feet of Manufacturing.

Exhibit 1 shows the regional location of the project site. Exhibit 2 shows the project site location.

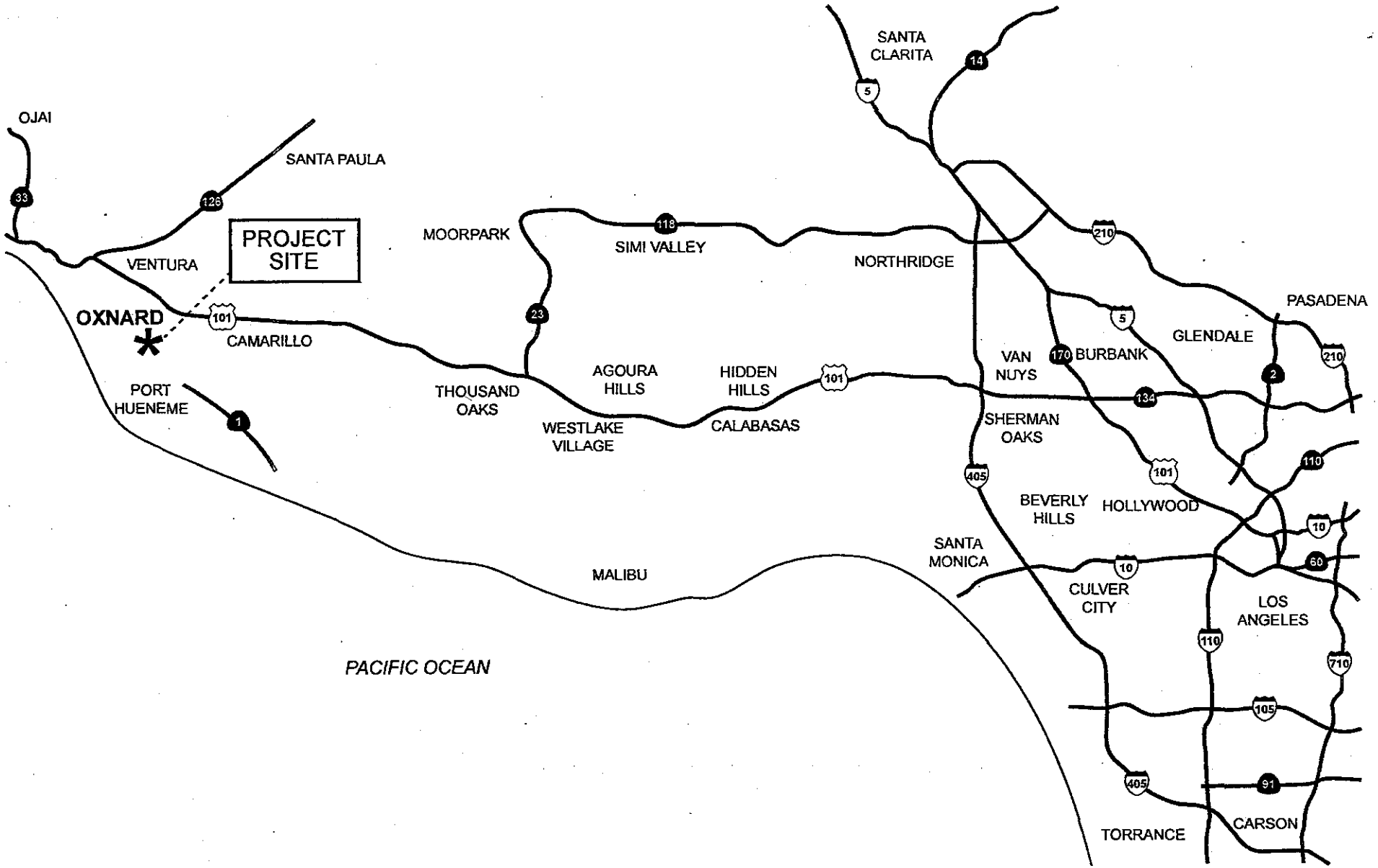
Study Area

This study evaluates the following eleven (11) intersections in the vicinity of the project site identified by City staff:

1. Rice Avenue/US 101 Northbound Ramps;
2. Rice Avenue/US 101 Southbound Ramps;
3. Rice Avenue/Gonzales Road;
4. Rice Avenue/Camino Del Sol;
5. Rice Avenue/Sturgis Road;
6. Rice Avenue/Fifth Street (SR-34);
7. Del Norte Boulevard/US 101 Northbound Ramps;
8. Del Norte Boulevard/US 101 Southbound Ramps;
9. Del Norte Boulevard/Camino Del Sol;
10. Del Norte Boulevard/Sturgis Road; and
11. Del Norte Boulevard/Fifth Street (SR-34).

Exhibit 3 shows the location of the study intersections, which are analyzed for the following study scenarios:

- Existing Conditions;
- Forecast Existing Plus Phase 1 Project Conditions;
- Forecast Existing Plus Alternative 1 Project Buildout Conditions;
- Forecast Existing Plus Alternative 2 Project Buildout Conditions;
- Forecast Existing Plus Approved/Pending Projects Without Project Conditions;



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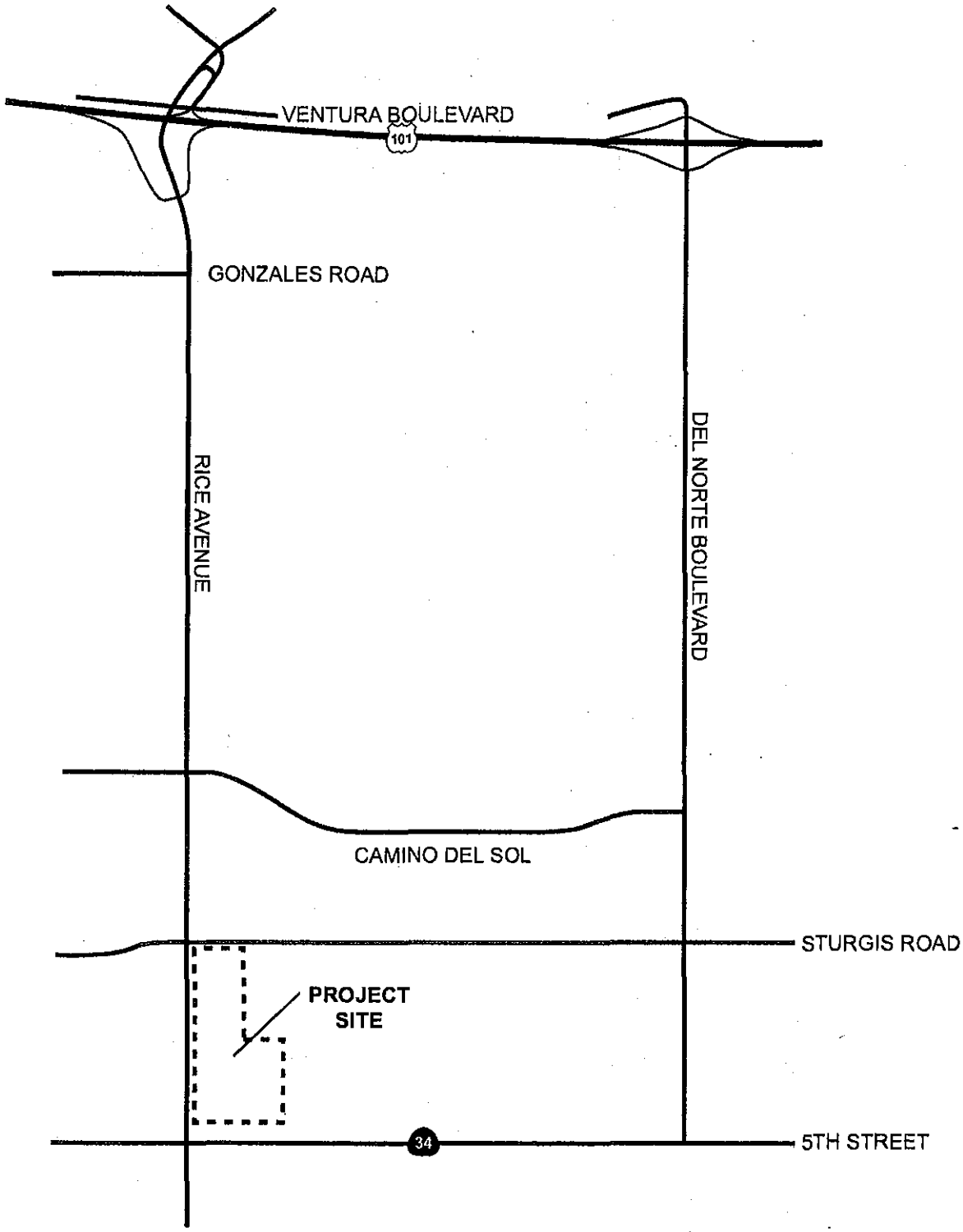
Regional Project Location

Exhibit 1



Legend:

- - - Project Site Boundary

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Project Site Location

Exhibit 2

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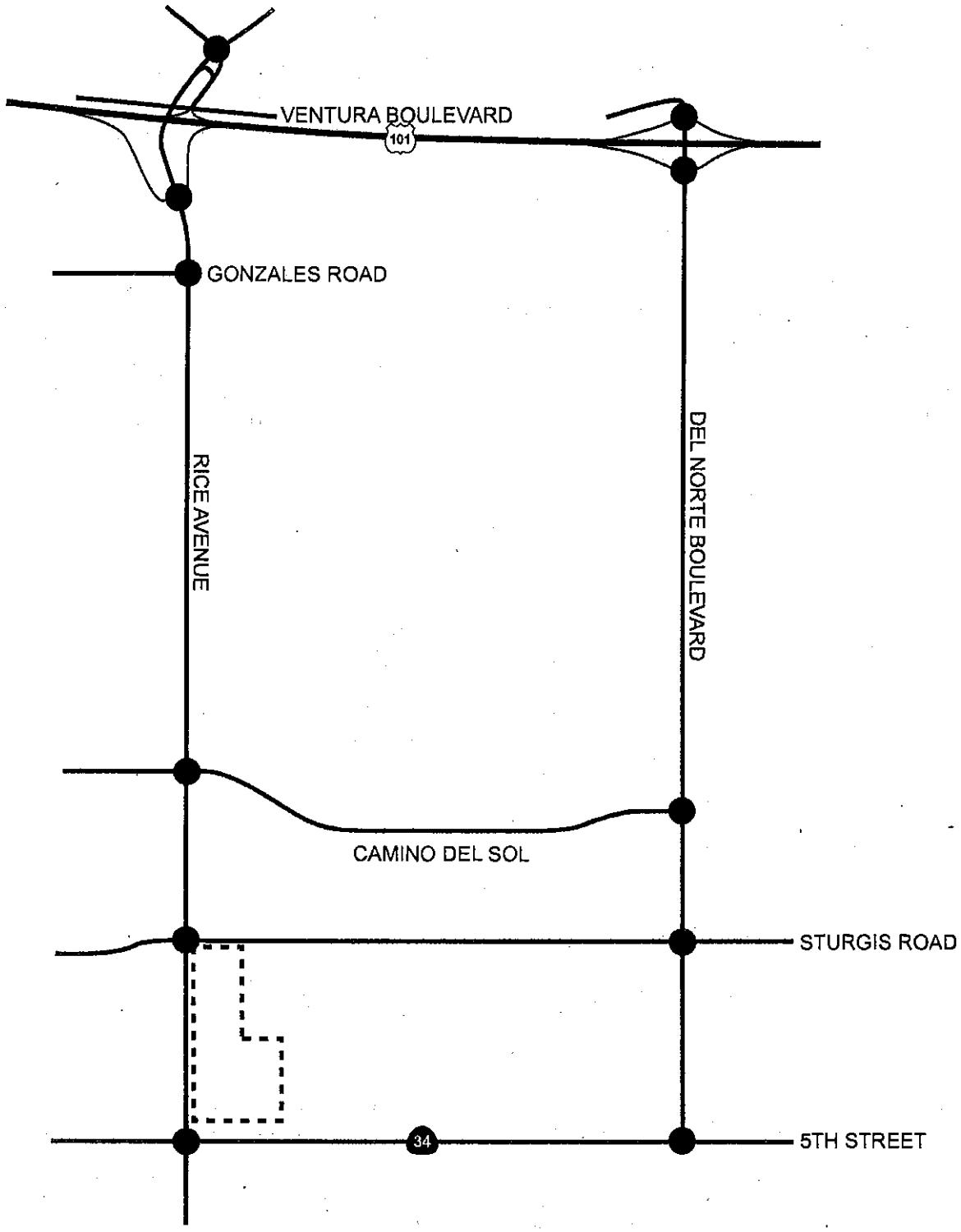

Legend:

- Study Intersection
- Project Site Boundary

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Study Intersection Locations

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Exhibit 3

- Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions;
- Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions; and
- Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions.

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The *Intersection Capacity Utilization (ICU)* analysis method is utilized by the City of Oxnard to determine the operating LOS of signalized intersections. The *ICU* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding volume to capacity (V/C) ratios shown in Table 1.

Table 1
V/C & LOS Ranges

Signalized Intersections	
LOS	**V/C Ratio**
A	≤ 0.600
B	0.610 to ≤ 0.700
C	0.710 to ≤ 0.800
D	0.810 to ≤ 0.900
E	0.910 to ≤ 1.000
F	> 1.000

Source: *1990 Transportation Research Board.*

Performance Criteria

The City of Oxnard goal for peak hour intersection operation is LOS C or better.

City of Oxnard Threshold of Significance

To determine whether the addition of project-generated trips at a study intersection results in a significant impact, the City of Oxnard has established the following thresholds of significance:

- A significant impact occurs at a study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B or C) to deficient operation (LOS D, E or F); or
- A significant impact occurs at a study intersection when the addition of project-generated trips increases the volume to capacity ratio at a study intersection by two percent or more (V/C > 0.020), worsening LOS C, D, E or F.

EXISTING CONDITIONS

Roadway Description

The characteristics of the roadway system in the vicinity of the project site are described below:

US 101 (Ventura Freeway) provides regional access to the Oxnard area as a major freeway facility traversing the State of California in a north-south direction originating in Downtown Los Angeles, trending north to its terminus in Seattle, Washington. In the Ventura County area, US 101 generally assumes an east-west orientation as a six-lane freeway.

5TH Street (State Route 34) is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on 5th Street (SR-34) is 50 miles per hour; on-street parking is prohibited.

Camino Del Sol varies from a four-lane divided roadway with a raised median west of Rice Avenue to a six-lane divided roadway with a raised median east of Rice Avenue trending in an east-west direction. The posted speed limit on Camino Del Sol varies from 40 to 45 miles per hour; on-street parking is prohibited.

Del Norte Boulevard is a four-lane divided roadway with a raised median trending in a north-south direction. The posted speed limit on Del Norte Boulevard is 50 miles per hour; on-street parking is prohibited. Del North Boulevard terminates southerly at 5th Street (SR-34) and terminates northerly at Ventura Boulevard.

Gonzales Road is a six-lane divided roadway with a raised median trending in an east-west direction. The posted speed limit on Gonzales Road is 45 miles per hour; on-street parking is prohibited. Gonzales Road terminates easterly at Rice Avenue where it changes to a private driveway serving the farm fields.

Rice Avenue varies from a five-lane divided roadway with a raised median to a six-lane divided roadway with a raised median trending in a north-south direction. The posted speed limit on Rice Avenue is 50 miles per hour; on-street parking is prohibited.

Sturgis Road varies from a two-lane divided roadway with a continuous left-turn lane west of Rice Avenue to a four-lane divided roadway with a continuous left-turn lane between Rice Avenue and Del Norte Boulevard to a two-lane undivided roadway east of Del Norte Boulevard trending in an east-west direction. The posted speed limit on Sturgis Road is 40 miles per hour; on-street parking is prohibited.

Existing Conditions Traffic Volumes

To determine the existing operation of the study intersections, a.m. and p.m. peak hour intersection movement counts were collected in November 2010. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The counts used in this analysis were taken from the highest hour within the peak period counted.

Based on direction by City staff, since the Rice Avenue/US 101 interchange is under construction, intersection movement counts at the two ramp intersections were not collected and the intersections were not analyzed for existing conditions. The intersections were

analyzed for forecast future conditions utilizing data contained in the *Sakioka Farms EIR Traffic Study (Austin-Foust Associates, Inc., February 25, 2010)*, as directed by City staff.

Exhibit 4 shows existing conditions a.m. and p.m. peak hour volumes at the study intersections. Exhibit 5 shows existing study intersection/roadway geometry.

Existing Conditions Peak Hour Level of Service

Table 2 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

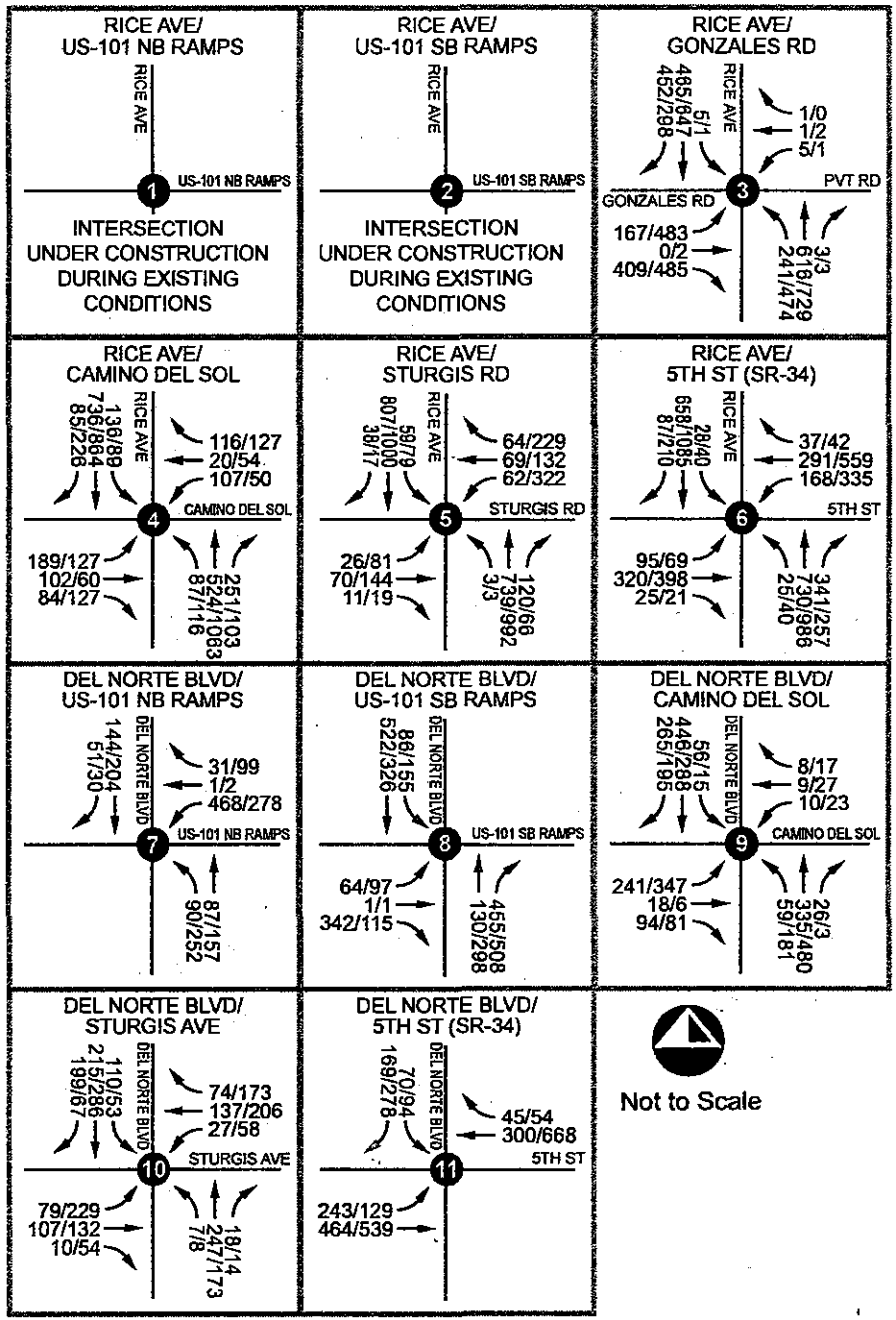
Table 2
Existing Conditions AM & PM Peak Hour LOS

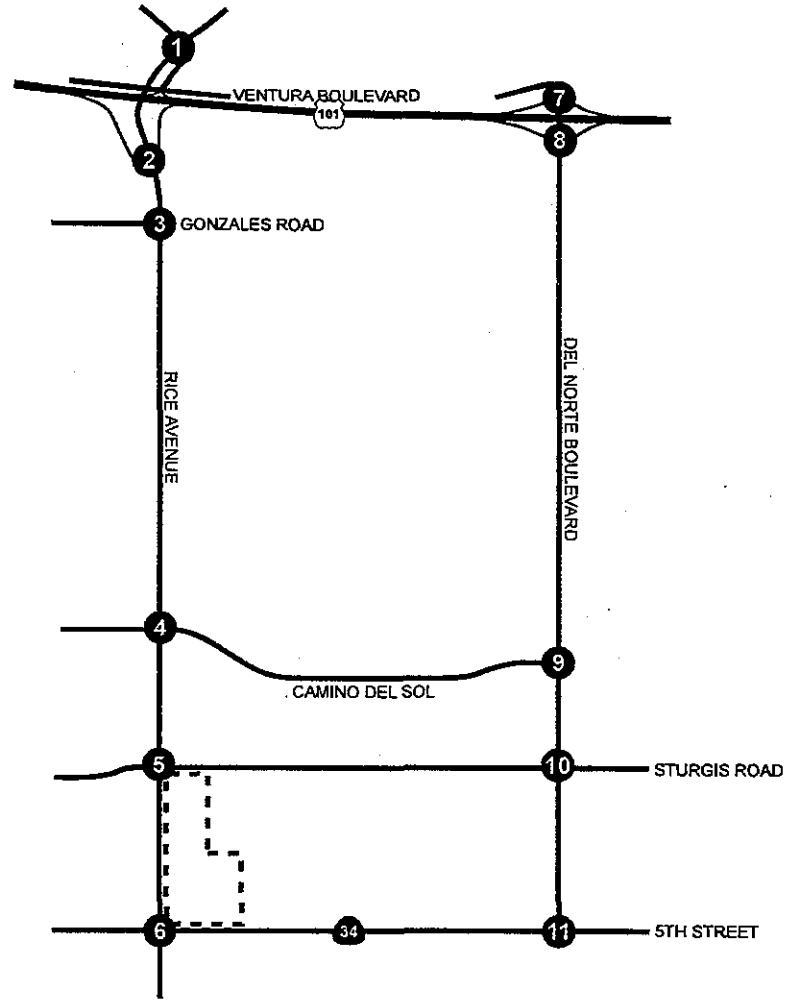
Study Intersection	AM Peak Hour	PM Peak Hour
	V/C (Delay) – LOS	V/C (Delay) – LOS
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]
3 – Rice Ave/Gonzales Rd	0.618 – B	0.639 – B
4 – Rice Ave/Camino Del Sol	0.433 – A	0.436 – A
5 – Rice Ave/Sturgis Rd	0.328 – A	0.606 – B
6 – Rice Ave/Fifth St (SR-34)	0.458 – A	0.704 – C
7 – Del Norte Blvd/US 101 NB Ramps	(15.1) – C	(15.2) – C
8 – Del Norte Blvd/US 101 SB Ramps	**(40.3) – E**	(17.7) – C
9 – Del Norte Blvd/Camino Del Sol	0.365 – A	0.483 – A
10 – Del Norte Blvd/Sturgis Rd	0.242 – A	0.346 – A
11 – Del Norte Blvd/Fifth St (SR-34)	0.473 – A	0.706 – C

Note: V/C = volume to capacity ratio. NB = Northbound, SB = Southbound; N/A = Not Applicable; deficient intersection operation shown in **bold**.
1 = Not analyzed during existing conditions due to construction activity.

As shown in Table 2, the study intersections are currently operating at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria with the exception of the following intersection:

- Del Norte Boulevard/US-101 Southbound Ramps (a.m. peak hour only).





Legend:

XX/XX AM/PM Intersection Volumes

- - - Project Site Boundary

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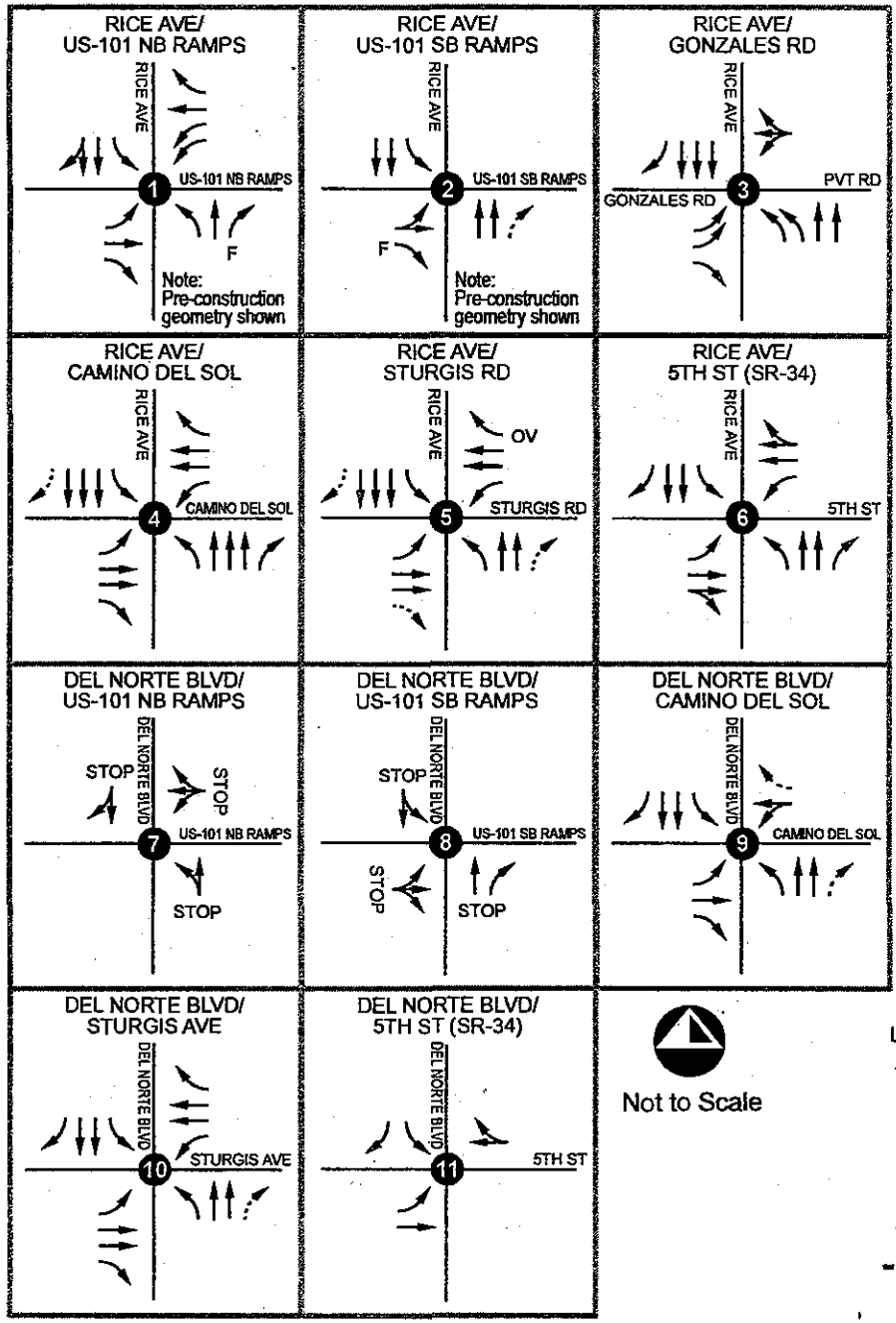
Existing AM/PM Peak Hour Intersection Volumes

Exhibit 4



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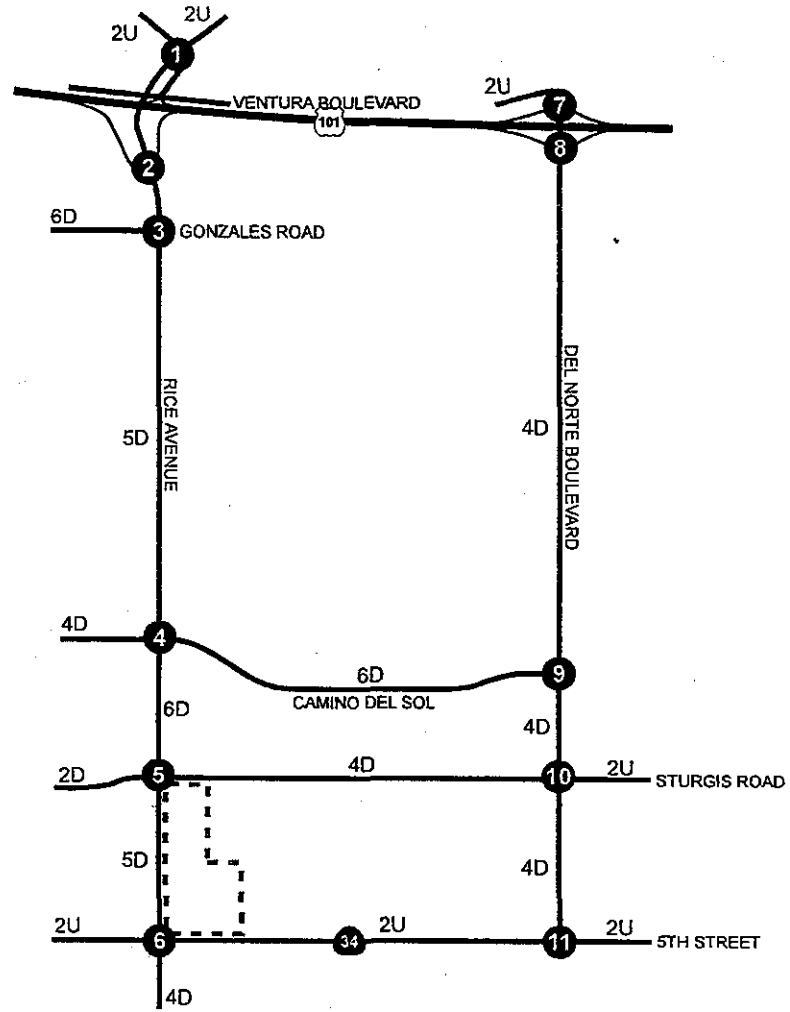

Legend:

←	Existing Lane	2U	2-lane Undivided Roadway
	Defacto Right-Turn Lane	2D	2-lane Divided Roadway
XX	Stop-Controlled Intersection	4D	4-lane Divided Roadway
XX	Signal-Controlled Intersection	5D	5-lane Divided Roadway (2 Northbound, 3 Southbound)
STOP	Stop-Controlled Approach	6D	6-lane Divided Roadway
- - - -	Project Site Boundary		

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Existing Study Intersection/Roadway Geometry

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Exhibit 5

PROPOSED PROJECT

The proposed project is a two-phase industrial project with two alternatives under consideration for phase two as follows:

- Phase 1: 162,574 square foot building consisting of 12,224 square feet of Warehouse and 150,350 square feet of Manufacturing;
- Phase 2 Alternative 1: 454,753 square feet of Warehouse; and
- Phase 2 Alternative 2: 363,803 square feet of Manufacturing.

The project site is located at the southeast corner of the Rice Avenue/Sturgis Road intersection. The project site is currently vacant. Exhibit 6 shows the site plan of the proposed project.

Project Trip Generation

To calculate trips forecast to be generated by the proposed land use, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. Table 3 summarizes the *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the proposed project land use.

Table 3
***ITE* Trip Generation Rates for Proposed Project Site Land Uses**

Land Use (*ITE* Code)	Units	AM Peak Hour Trip Generation Rate			PM Peak Hour Trip Generation Rate			Daily Trip Generation Rate
		In	Out	Total	In	Out	Total	
Manufacturing (140)	tsf	0.57	0.16	0.73	0.26	0.47	0.73	3.82
Warehousing (150)	tsf	0.24	0.06	0.30	0.08	0.24	0.32	3.56

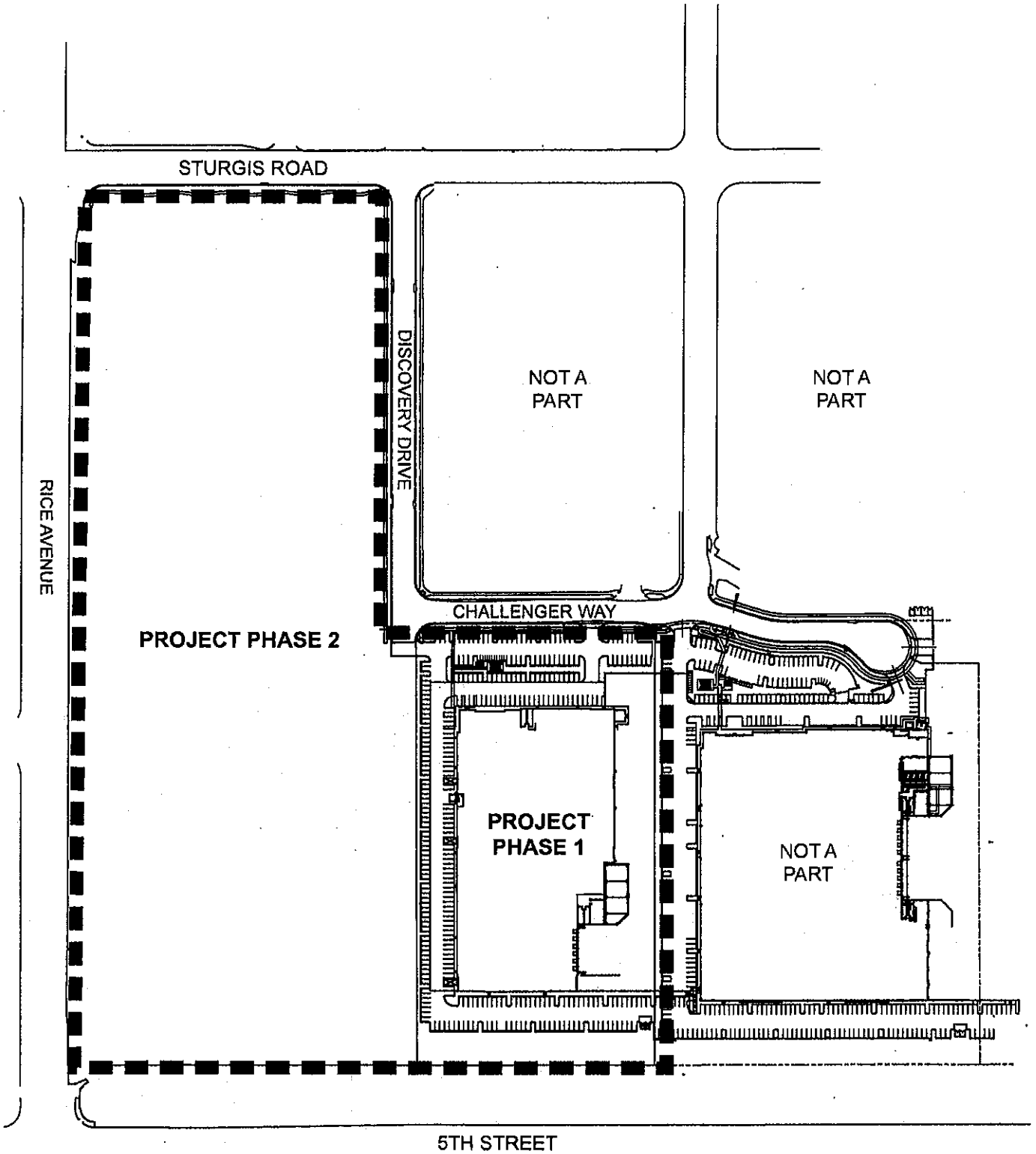
Source: *2008 ITE Trip Generation Manual, 8th Edition.*
Note: tsf = thousand square feet.

Table 4 summarizes the trips forecast to be generated by phase 1 of the proposed project utilizing the trip generation data shown in Table 3.

Table 4
Forecast Trip Generation for Phase 1 of the Proposed Project

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Phase 1: 162.574-tsf							
- 150.350-tsf Manufacturing	86	24	110	39	71	110	574
- 12.224-tsf Warehousing	3	1	4	1	3	4	44
Phase 1 Project Forecast Trip Generation	**89**	**25**	**114**	**40**	**74**	**114**	**618**

Note: tsf = thousand square feet.



Source: PK Architecture

Not to Scale

Project Site Boundary

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Proposed Project Site Plan

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Exhibit 6

As shown in Table 4, phase 1 of the proposed project is forecast to generate approximately 618 daily trips, which include approximately 114 a.m. peak hour trips and approximately 114 p.m. peak hour trips.

Table 5 summarizes the trips forecast to be generated by alternative 1 buildout of the proposed project utilizing the trip generation data shown in Table 3.

Table 5
Forecast Trip Generation for Alternative 1 Project Buildout

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Phase 1: 162.574-tsf	89	25	114	40	74	114	618
Phase 2: 454.753-tsf Warehousing	109	27	136	36	109	145	1,619
Alternative 1 Buildout Forecast Trip Generation	**198**	**52**	**250**	**76**	**183**	**259**	**2,237**

Note: tsf = thousand square feet.

As shown in Table 5, alternative 1 buildout of the proposed project is forecast to generate approximately 2,237 daily trips, which include approximately 250 a.m. peak hour trips and approximately 259 p.m. peak hour trips.

Table 6 summarizes the trips forecast to be generated by alternative 2 buildout of the proposed project utilizing the trip generation data shown in Table 3.

Table 6
Forecast Trip Generation for Alternative 2 Project Buildout

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Phase 1 - 162.574-tsf	89	25	114	40	74	114	618
Phase 2 - 363.803-tsf Manufacturing	207	58	265	95	171	266	1,390
Alternative 2 Buildout Forecast Trip Generation	**296**	**83**	**379**	**135**	**245**	**380**	**2,008**

Note: tsf = thousand square feet.

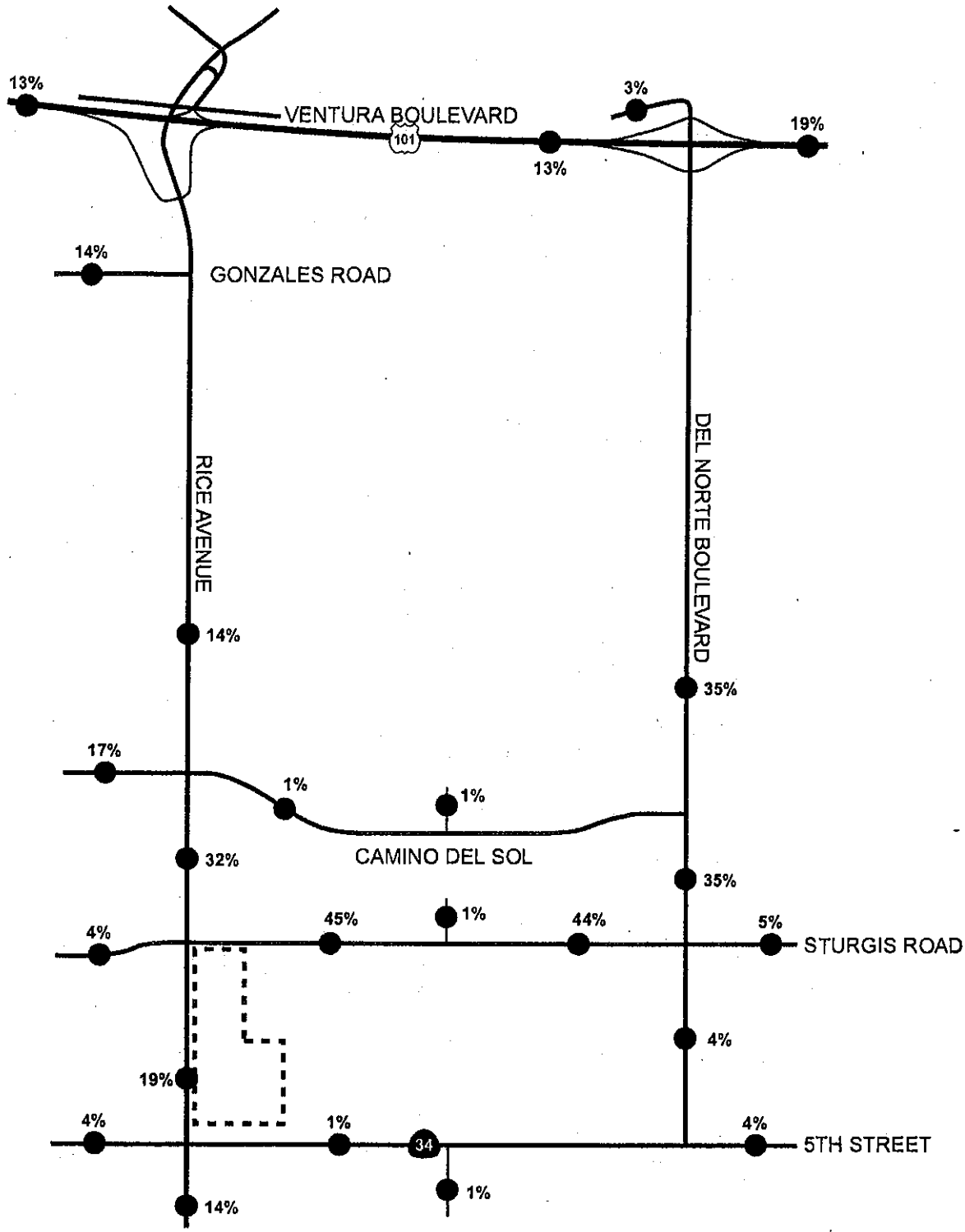
As shown in Table 6, alternative 2 buildout of the proposed project is forecast to generate approximately 2,008 daily trips, which include approximately 379 a.m. peak hour trips and approximately 380 p.m. peak hour trips.

Project Trip Distribution

Exhibit 7 shows forecast trip percent distribution of project-generated trips for forecast existing plus project conditions. Exhibit 8 shows forecast trip percent distribution of project-generated trips for forecast existing plus approved/pending project with project conditions.

Project Trip Assignment

Exhibits 9 through 11 show the corresponding assignment of project-generated peak hour trips assuming the trip percent distribution shown in Exhibit 7 for forecast existing plus project



Legend:

XX% Study Intersection

- - - Project Site Boundary

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Forecast Trip Percent Distribution of Proposed Project (Used for Existing Plus Project Conditions)

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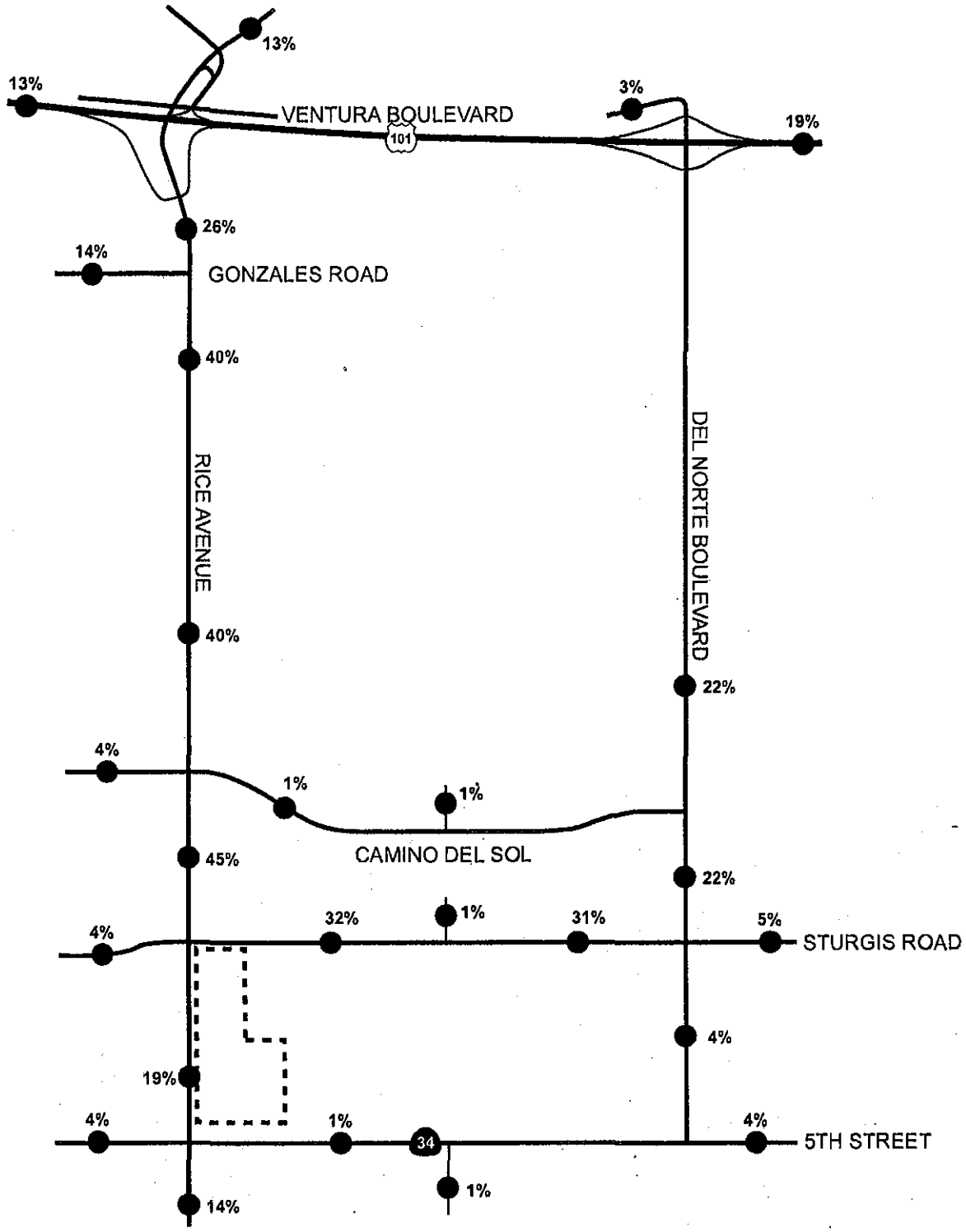
Exhibit 7



Legend:

XX% Study Intersection

- - - Project Site Boundary

Not to Scale

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Forecast Trip Percent Distribution of ProposedProject (Used for Existing Plus Approved/Pending Projects With Project Conditions)

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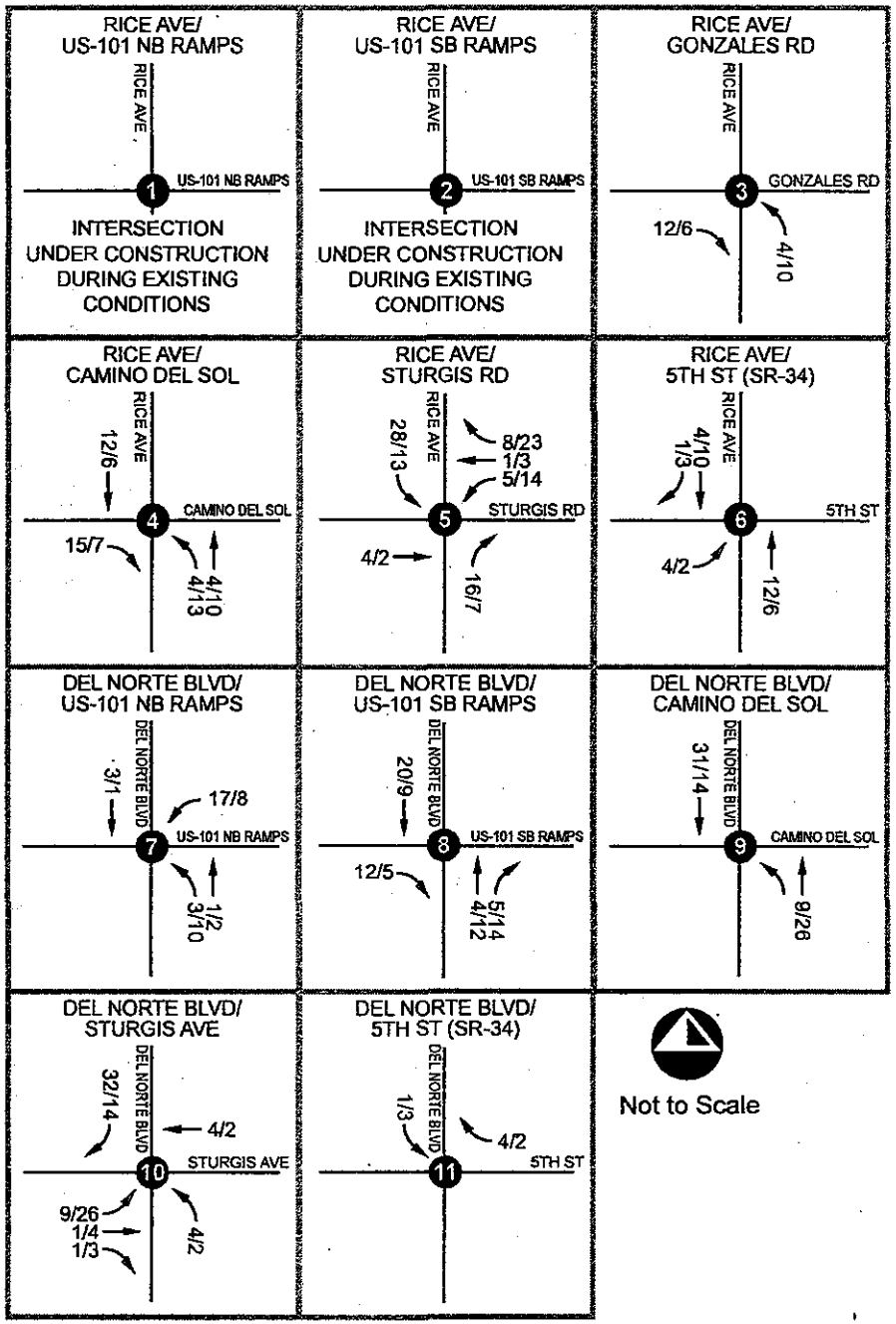
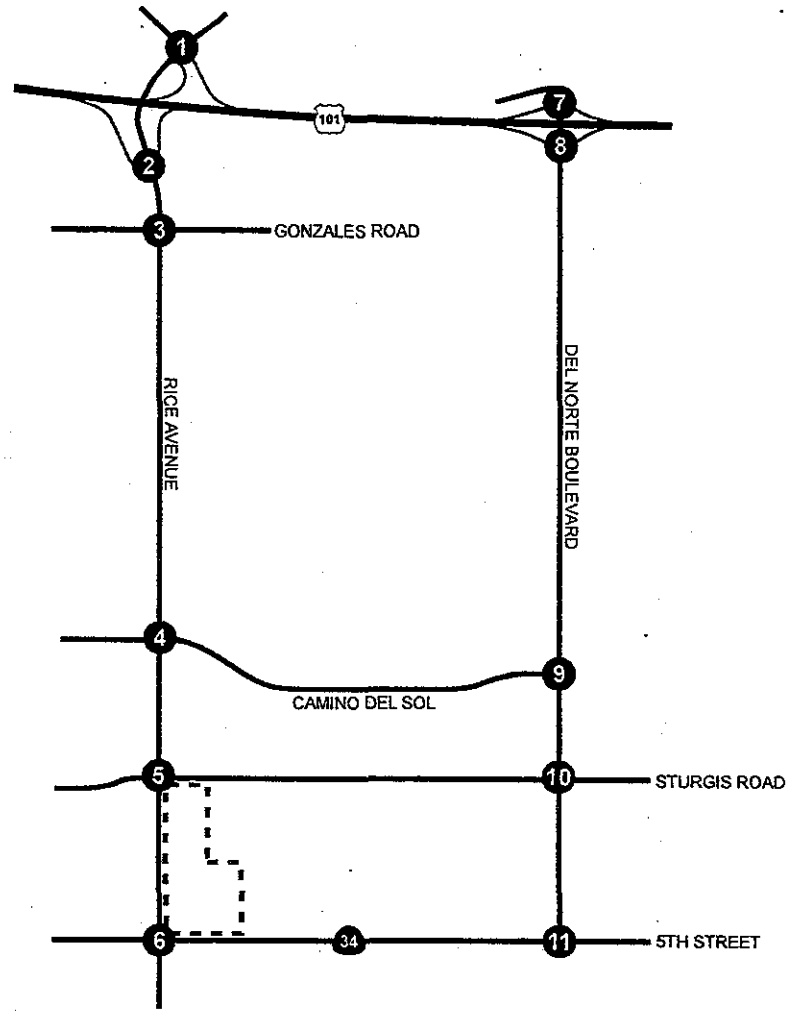
Exhibit 8





Legend:

XX/XX AM/PM Peak Hour Assignment

- - - Project Site Boundary

Forecast AM/PM Peak Hour Trip Assignment of Proposed Phase 1 Project (Used for Existing Plus Project Conditions)

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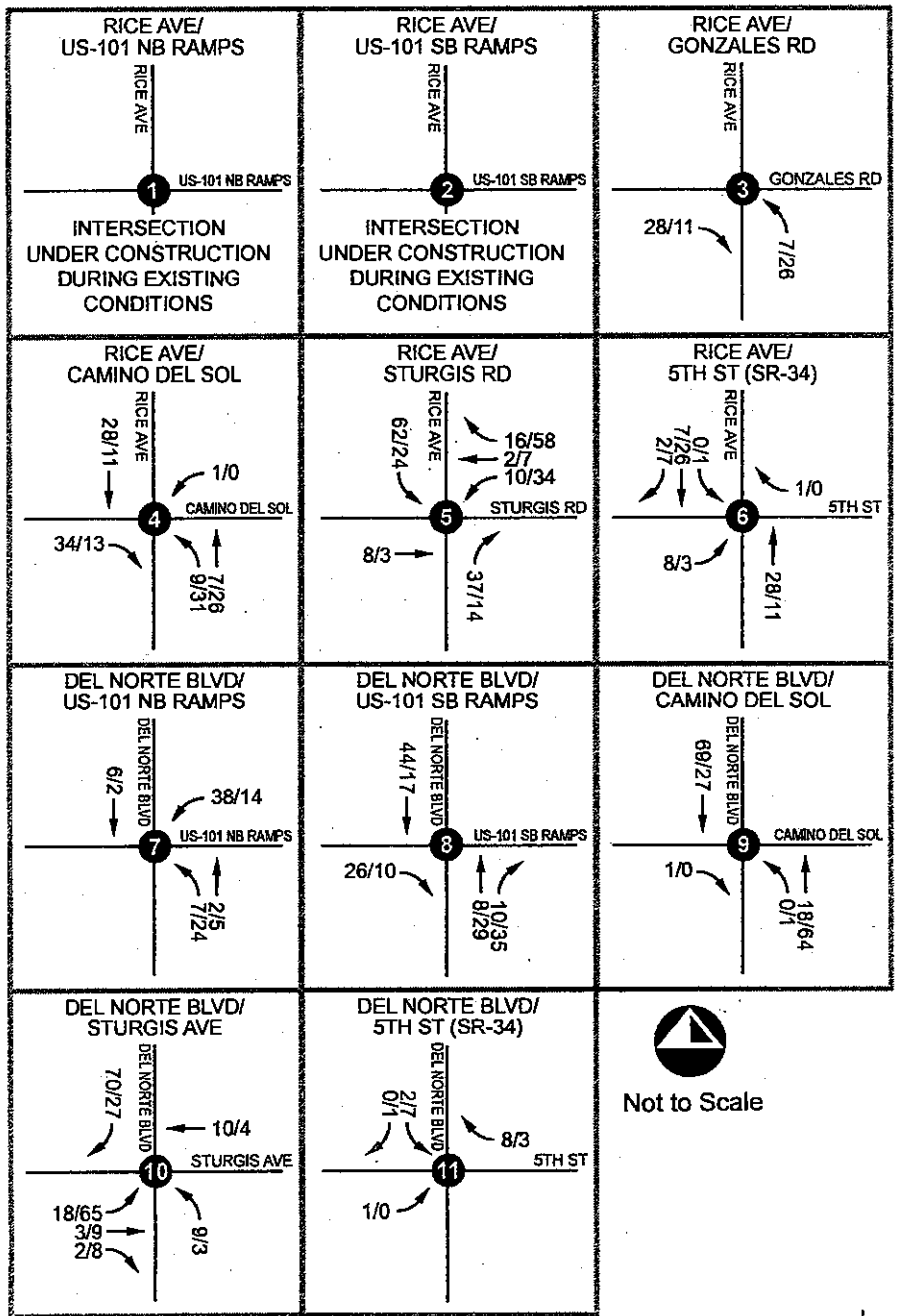
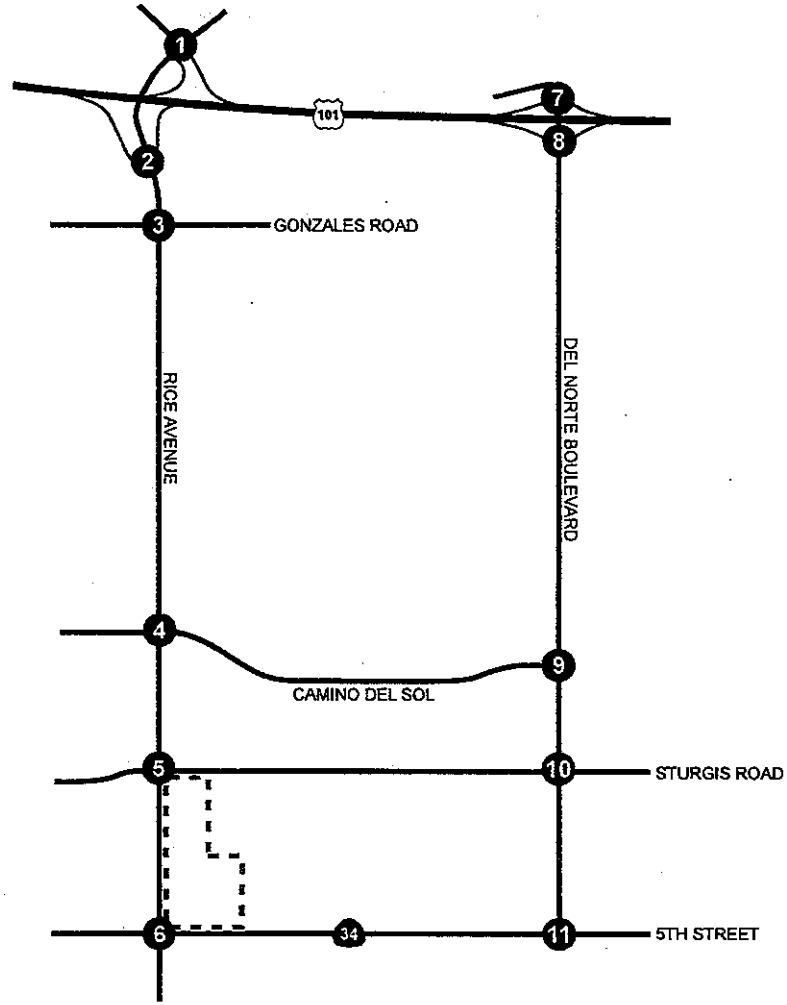
Exhibit 9





Legend:

XX/XX AM/PM Peak Hour Assignment

- - - Project Site Boundary

Forecast AM/PM Peak Hour Trip Assignment of Proposed Alternative 1 Project Buildout (Used for Existing Plus Project Conditions)

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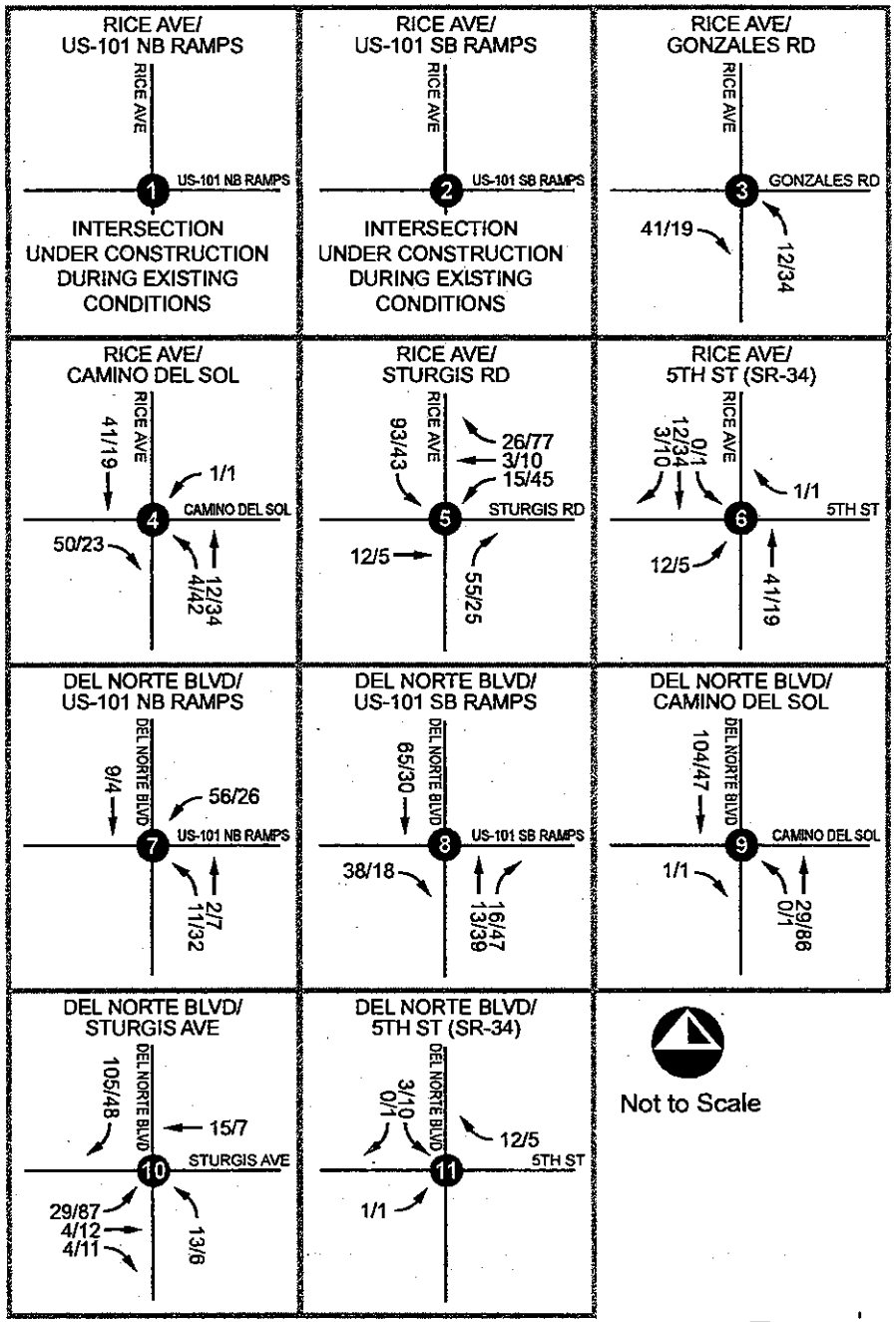
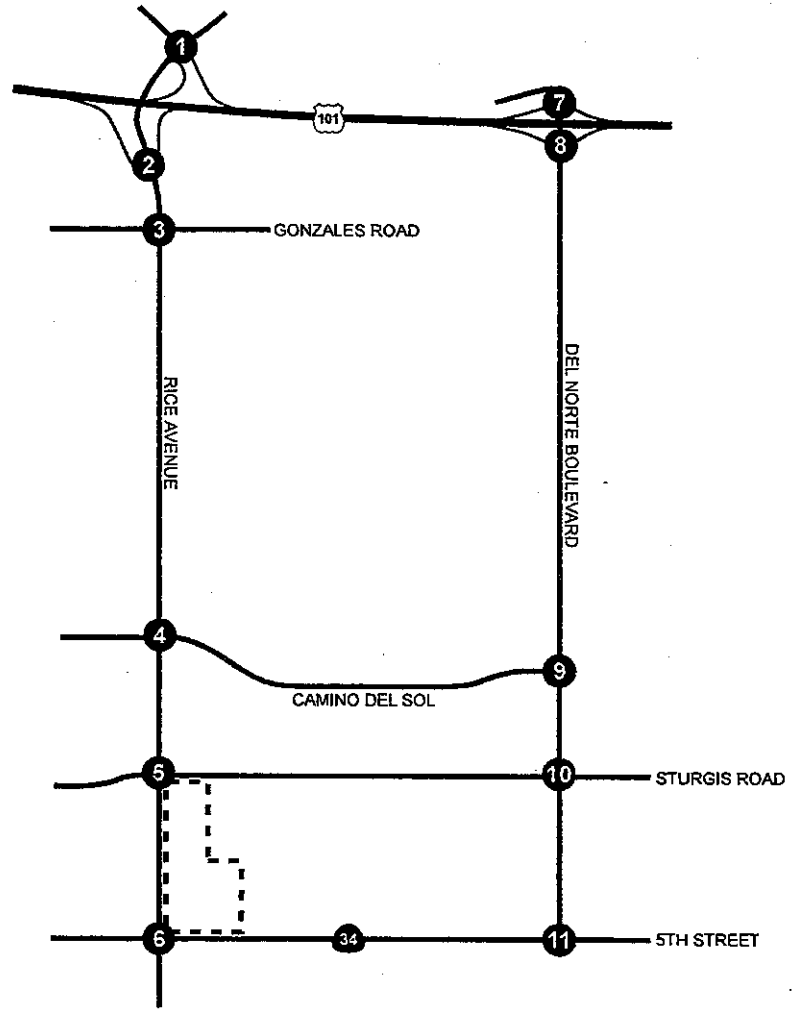
Exhibit 10





Legend:

XX/XX AM/PM Peak Hour Assignment

- - - Project Site Boundary

Forecast AM/PM Peak Hour Trip Assignment of Proposed Alternative 2 Project Buildout (Used for Existing Plus Project Conditions)

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Exhibit 11

conditions. Exhibits 12 through 14 show the corresponding assignment of project-generated peak hour trips assuming the trip percent distribution shown in Exhibit 8 for forecast existing plus approved/pending projects with project conditions.

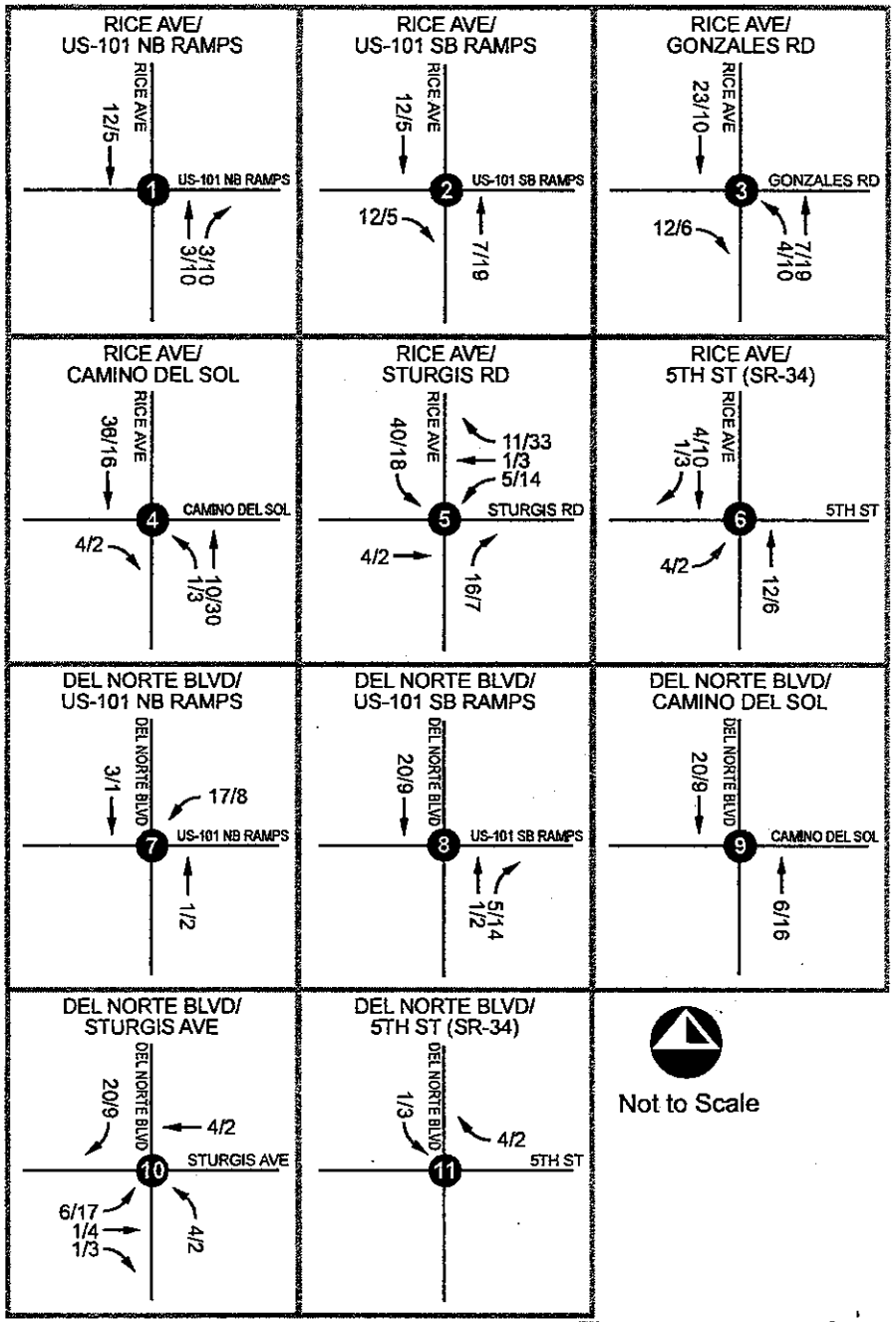
FORECAST EXISTING PLUS PHASE 1 PROJECT CONDITIONS

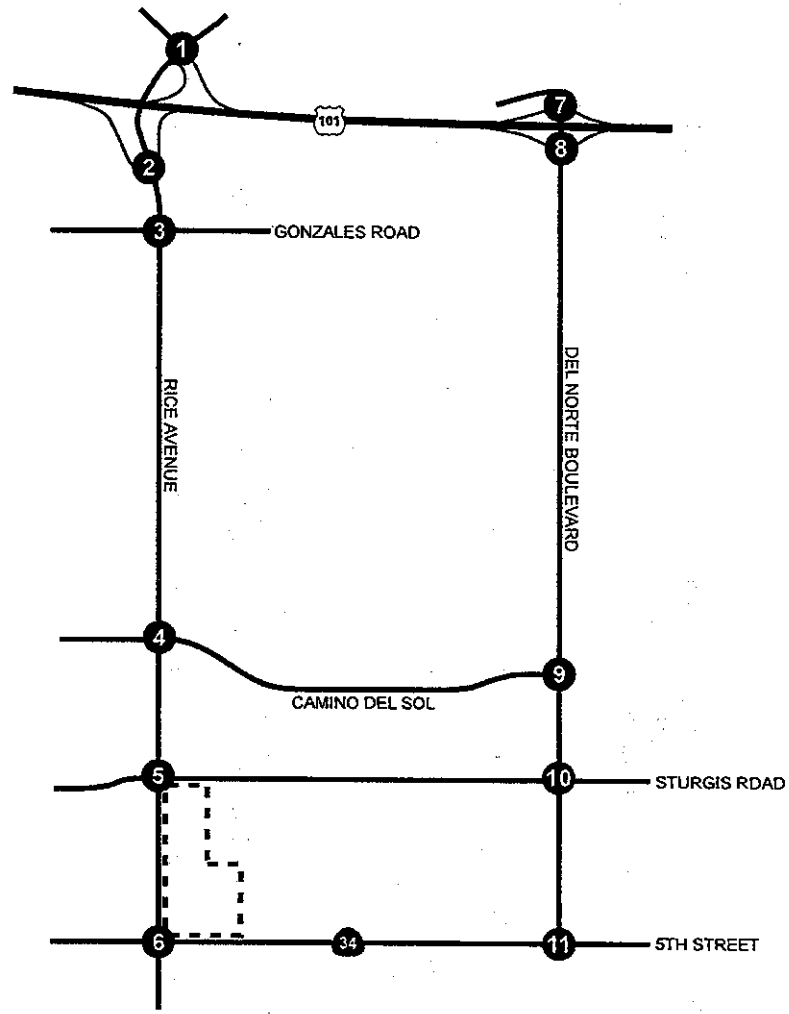
This section analyzes the impact of the addition of trips forecast to be generated by phase 1 of the proposed project to existing conditions.

Forecast Existing Plus Phase 1 Project Conditions Traffic Volumes

Forecast existing plus phase 1 project conditions a.m. and p.m. peak hour volumes were derived by adding forecast phase 1 project-generated trips to existing conditions traffic volumes.

Exhibit 15 shows forecast existing plus phase 1 project conditions a.m. and p.m. peak hour volumes at the study intersections.





Not to Scale

Legend:

XX/XX AM/PM Peak Hour Assignment

- - - Project Site Boundary

Forecast AM/PM Peak Hour Trip Assignment of Proposed Phase 1 Project (Used for Existing Plus Approved/Pending Projects With Project Conditions)

RBF

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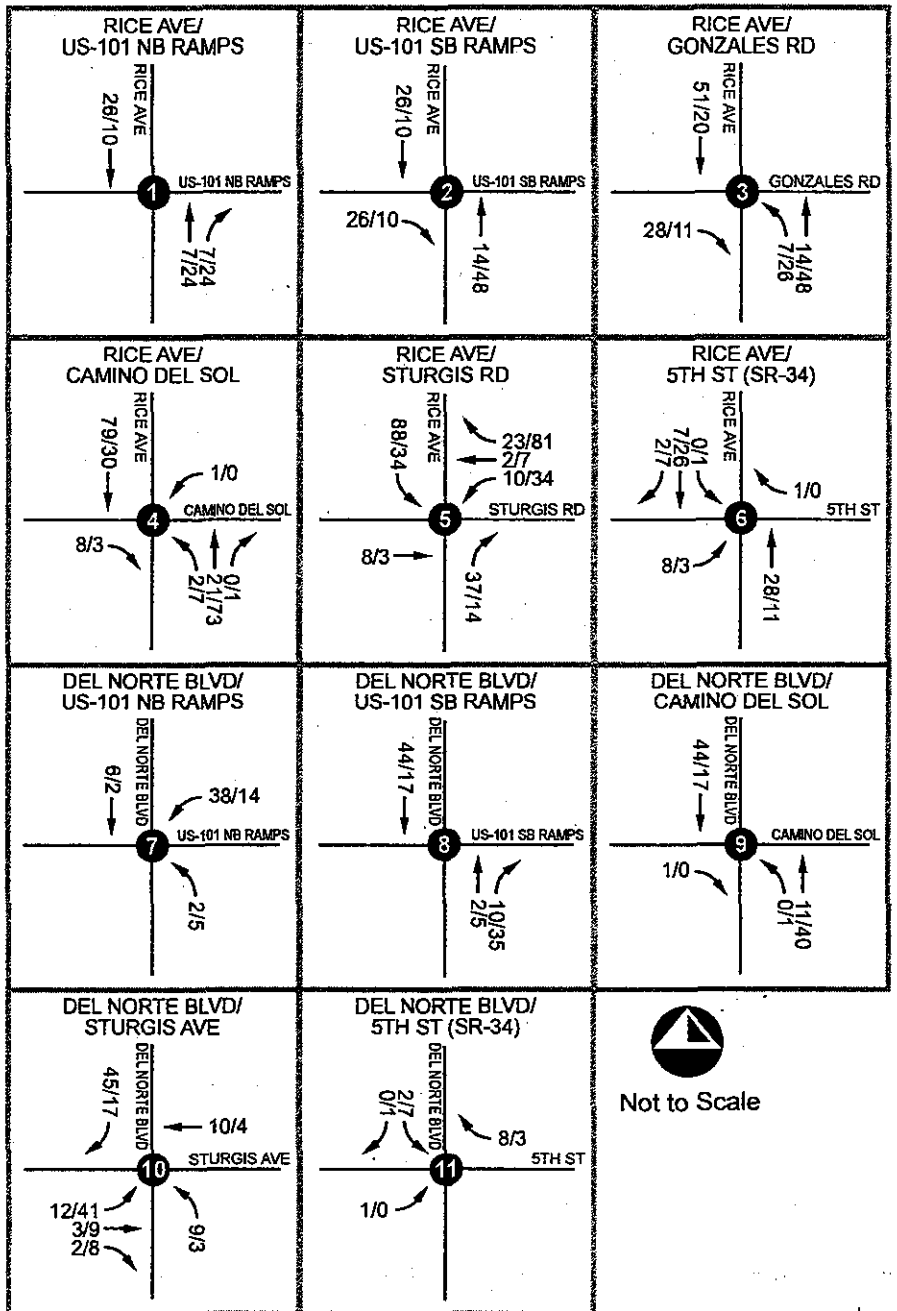
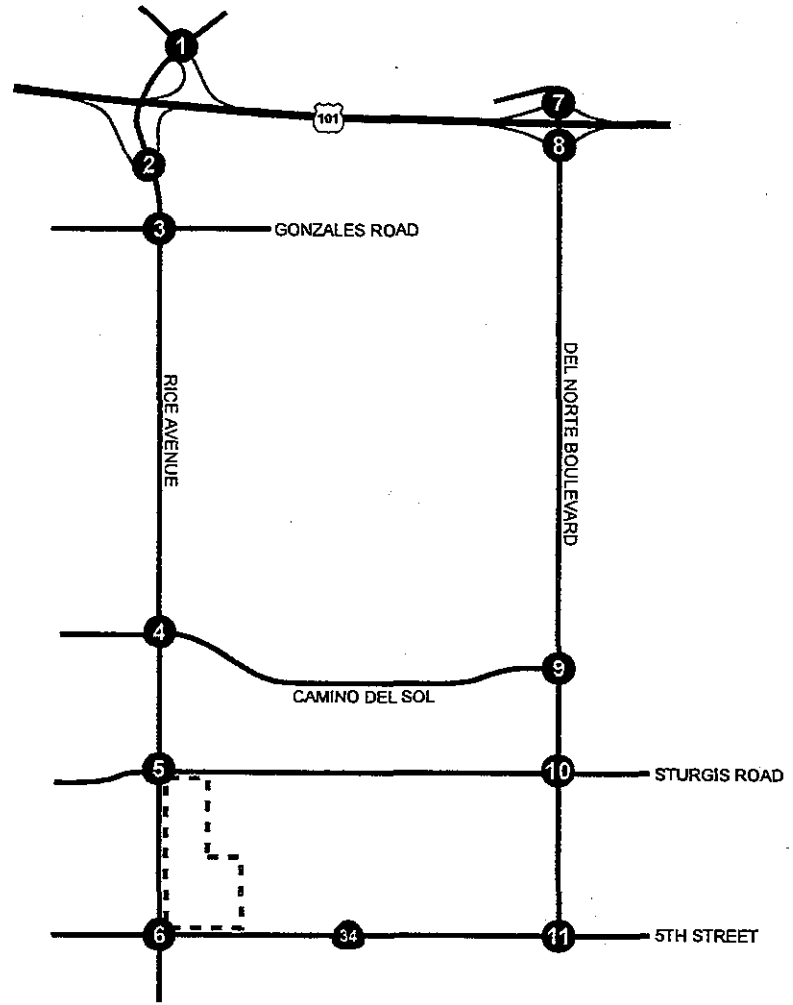
Exhibit 12





Legend:

XX/XX AM/PM Peak Hour Assignment

- - - Project Site Boundary

Forecast AM/PM Peak Hour Trip Assignment of Proposed Alternative 1 Project Buildout(Used for Existing Plus Approved/Pending Projects With Project Conditions)

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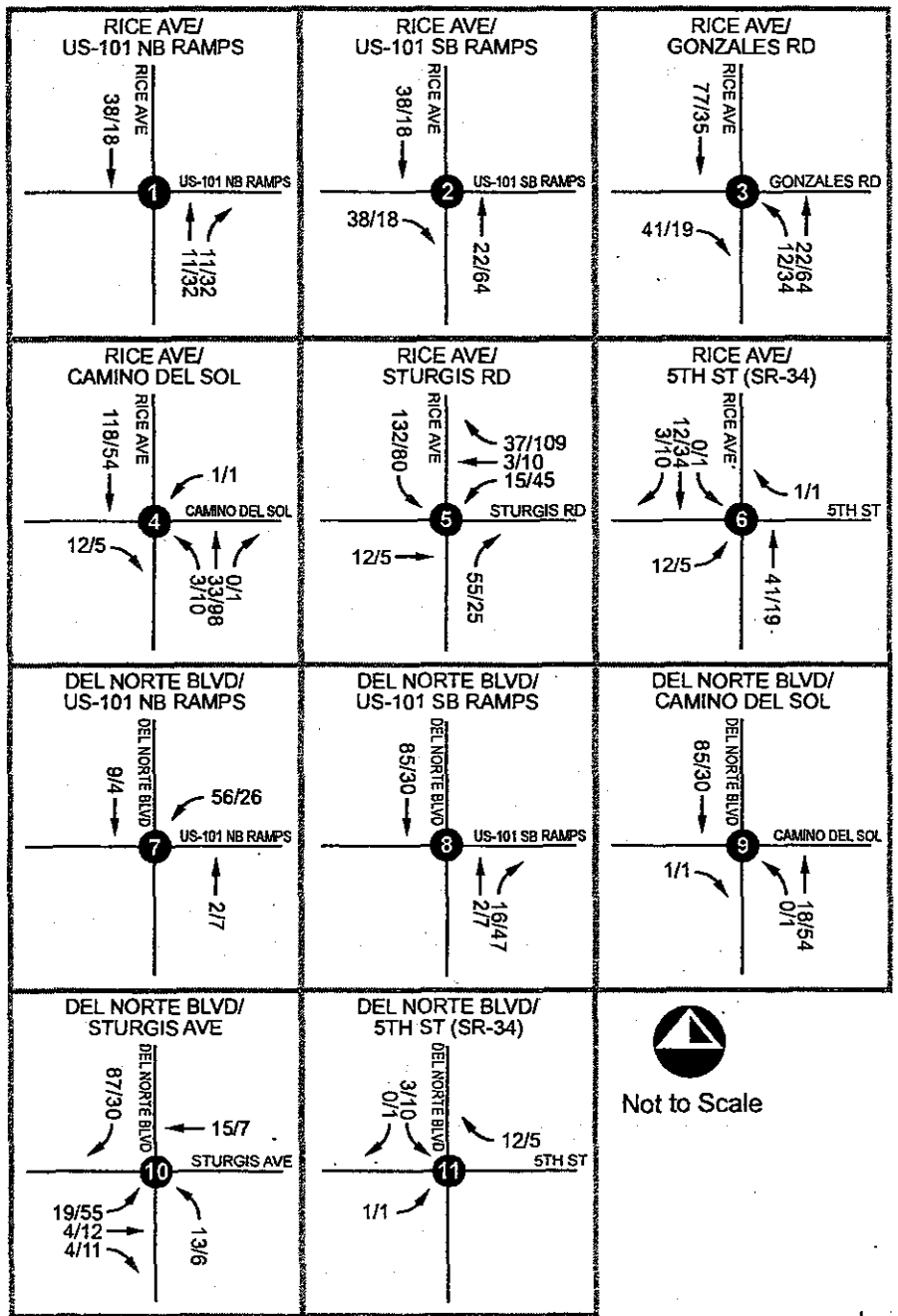
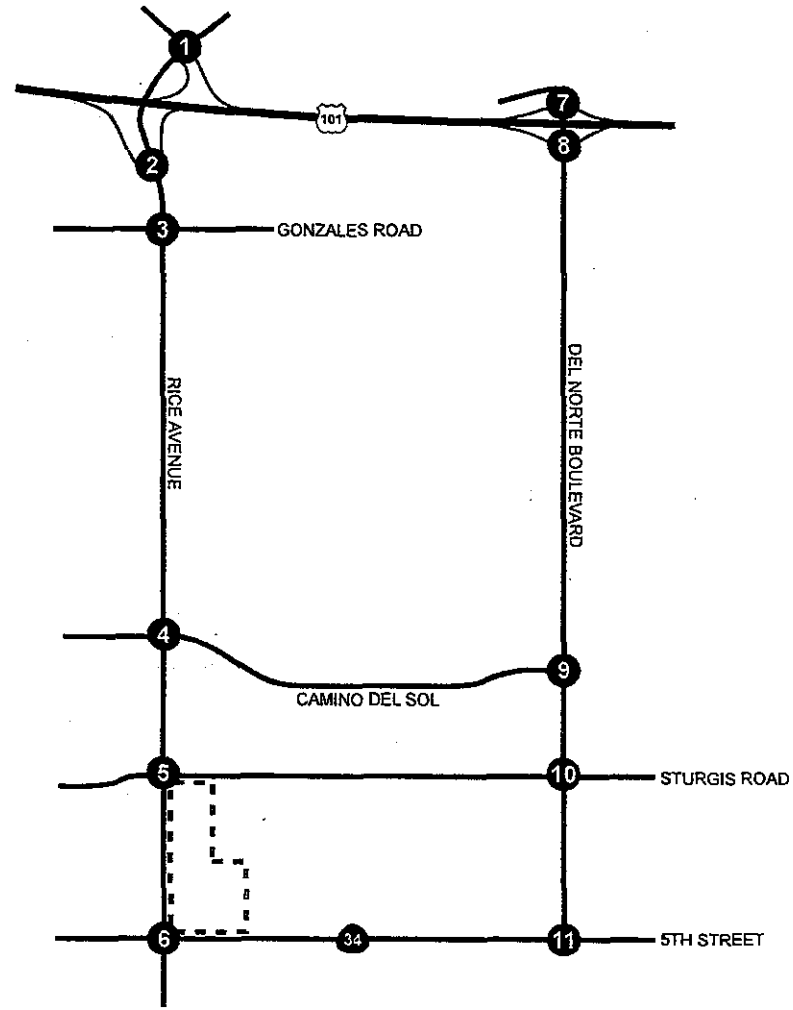
Exhibit 13





Legend:

XX/XX AM/PM Peak Hour Assignment

- - - Project Site Boundary

Forecast AM/PM Peak Hour Trip Assignment of Proposed Alternative 2 Project Buildout(Used for Existing Plus Approved/Pending Projects With Project Conditions)

RBF

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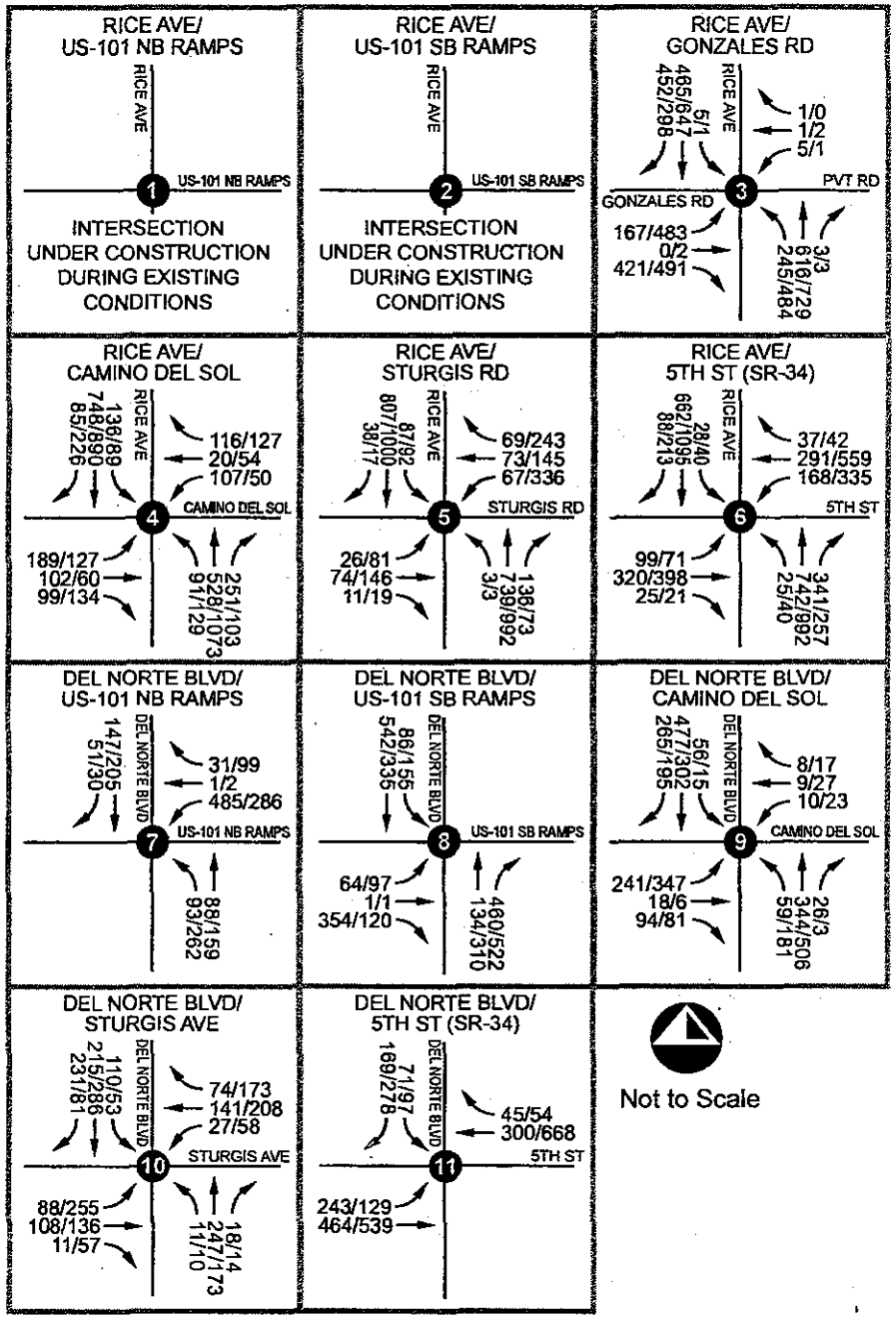
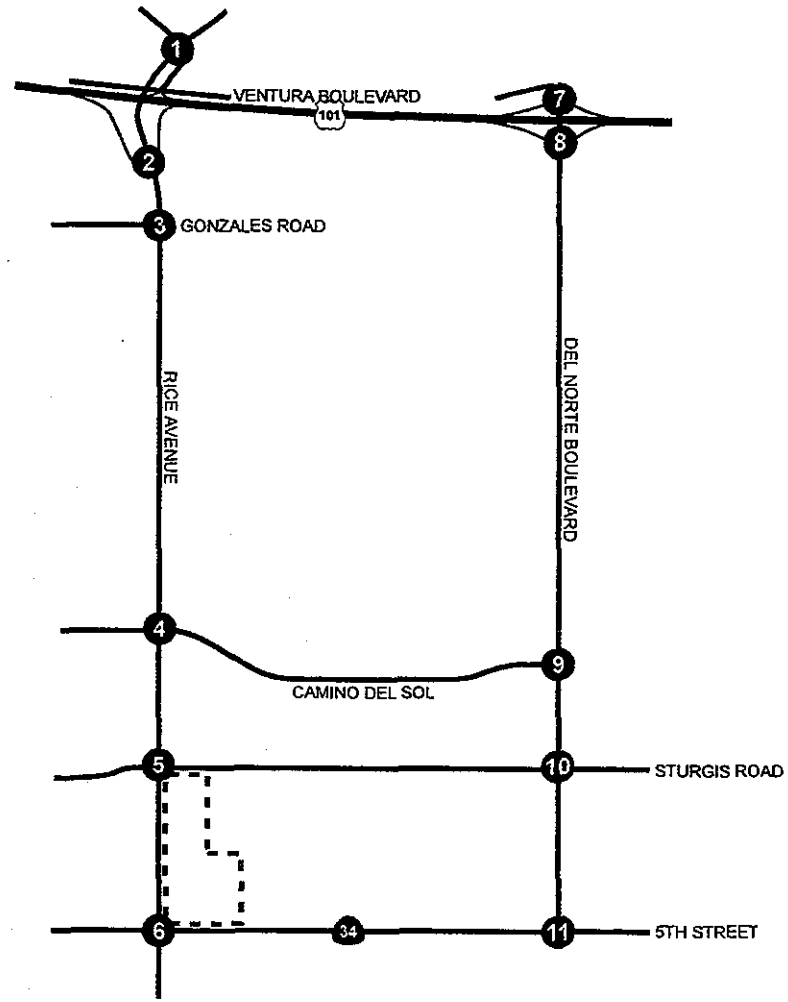
Exhibit 14



Not to Scale



Legend:

XX/XX AM/PM Intersection Volumes

Project Site Boundary

Forecast Existing Plus Phase 1 Project Conditions AM/PM Peak Hour Intersection Volumes

RBF

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AUG/2011

Exhibit 15

Forecast Existing Plus Phase 1 Project Conditions Level of Service

Table 7 summarizes forecast existing plus phase 1 project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 7
Forecast Existing Plus Phase 1 Project Conditions AM & PM Peak Hour LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Phase 1 Project Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	AM	PM	
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
3 – Rice Ave/Gonzales Rd	0.618 – B	0.639 – B	0.627 – B	0.646 – B	0.009	0.007	No
4 – Rice Ave/Camino Del Sol	0.433 – A	0.436 – A	0.433 – A	0.438 – A	0.000	0.002	No
5 – Rice Ave/Sturgis Rd	0.328 – A	0.606 – B	0.350 – A	0.623 – B	0.022	0.017	No
6 – Rice Ave/Fifth St (SR-34)	0.458 – A	0.704 – C	0.462 – A	0.707 – C	0.004	0.003	No
7 – Del Norte Blvd/US 101 NB Ramps	(15.1) – **C**	(15.2) – C	(16.1) – C	(15.8) – C	N/A	N/A	No
8 – Del Norte Blvd/US 101 SB Ramps	**(40.3) – E**	(17.7) – C	**(46.3) – E**	(18.7) – C	N/A	N/A	No
9 – Del Norte Blvd/Camino Del Sol	0.365 – A	0.483 – A	0.365 – A	0.483 – A	0.000	0.000	No
10 – Del Norte Blvd/Sturgis Rd	0.242 – A	0.346 – A	0.247 – A	0.363 – A	0.005	0.17	No
11 – Del Norte Blvd/Fifth St (SR-34)	0.473 – A	0.706 – C	0.476 – A	0.707 – C	0.003	0.001	No

Note: V/C = volume to capacity ratio; NB = Northbound; SB = Southbound; deficient intersection operation shown in **bold**; N/A = Not Applicable; deficient intersection operation shown in **bold**.

1 = Not analyzed during existing conditions due to construction activity.

As shown in Table 7, with the addition of phase 1 project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria for forecast existing plus phase 1 project conditions with the exception of the following study intersection:

- Del Norte Boulevard/US-101 Southbound Ramps (a.m. peak hour only).

As also shown in Table 7, based on City of Oxnard established thresholds of significance, the addition of phase 1 project-generated trips is forecast to result in no significant impacts for forecast existing plus phase 1 project conditions.

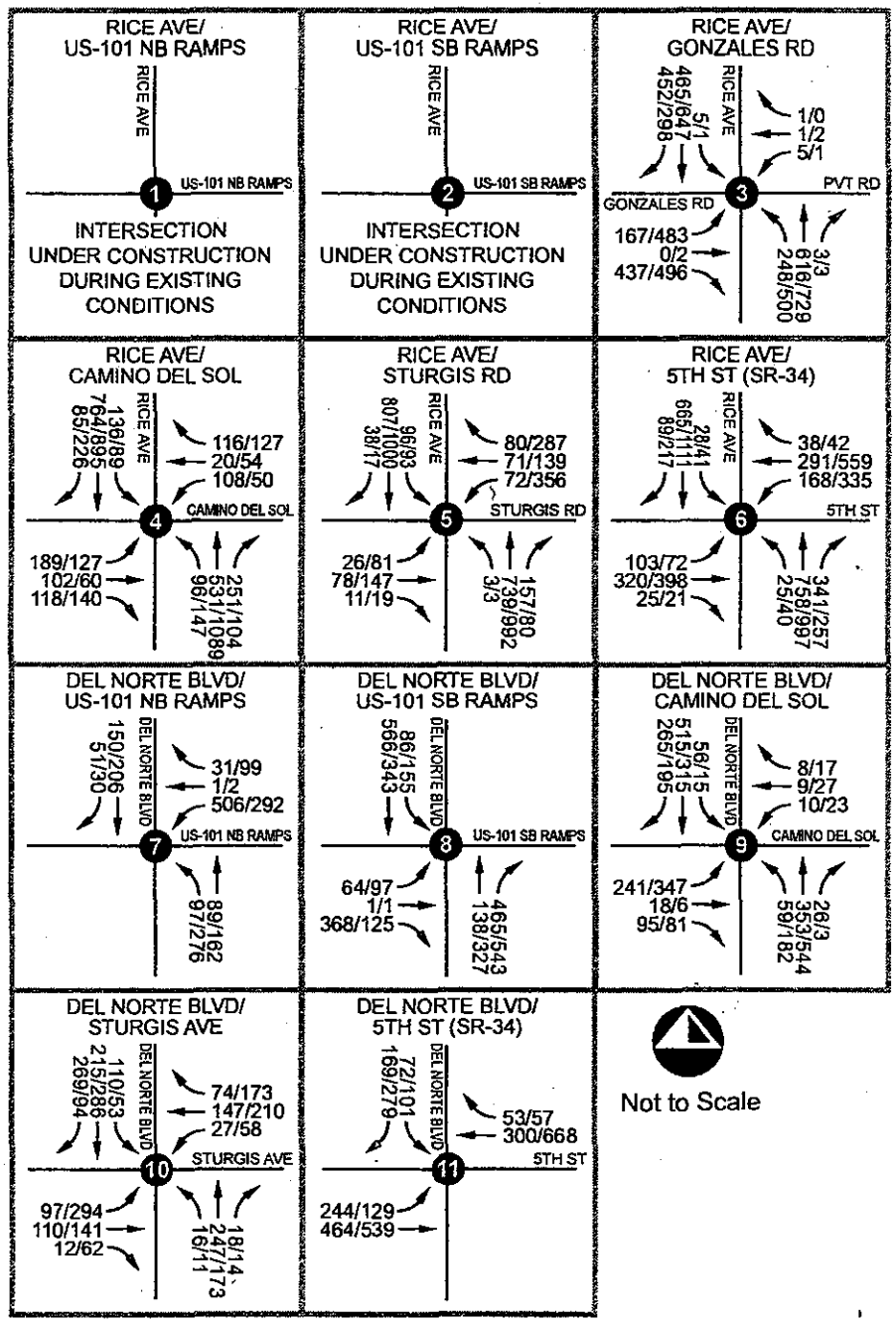
FORECAST EXISTING PLUS ALTERNATIVE 1 PROJECT BUILDOUT CONDITIONS

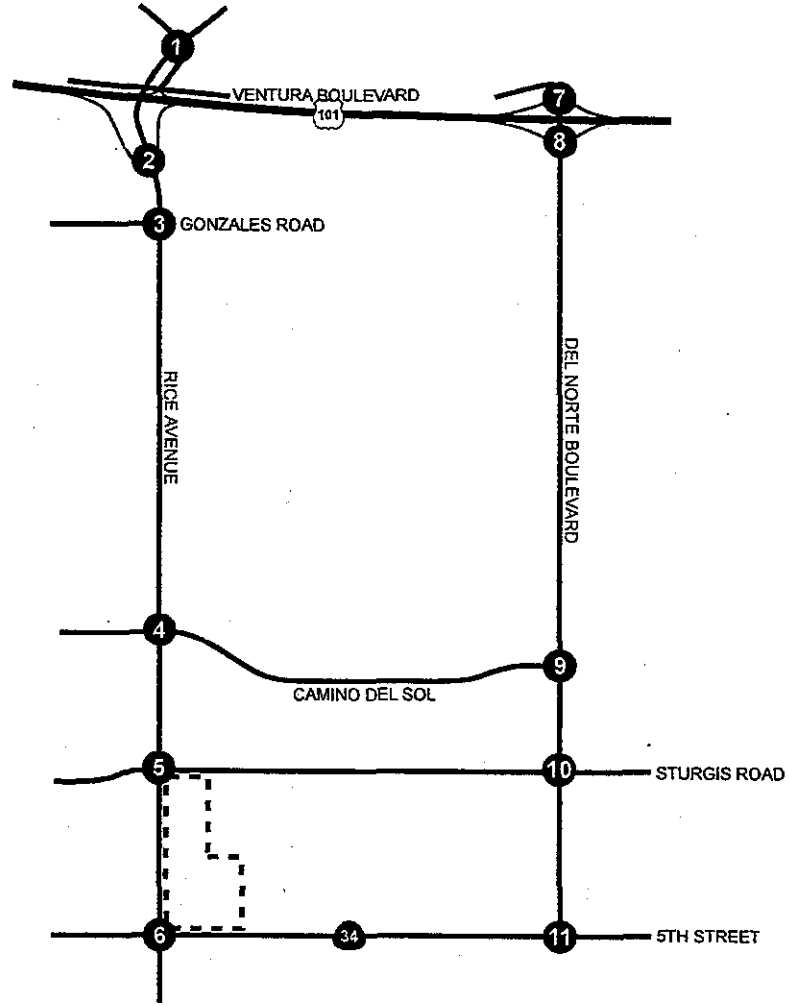
This section analyzes the impact of the addition of trips forecast to be generated by alternative 1 buildout of the proposed project to existing conditions.

Forecast Existing Plus Alternative 1 Project Buildout Conditions Traffic Volumes

Forecast existing plus alternative 1 project buildout conditions a.m. and p.m. peak hour volumes were derived by adding forecast alternative 1 buildout project-generated trips to existing conditions traffic volumes.

Exhibit 16 shows forecast existing plus alternative 1 project buildout conditions a.m. and p.m. peak hour volumes at the study intersections.





Legend:

XX/XX AM/PM Intersection Volumes

- - - Project Site Boundary

Forecast Existing Plus Alternative 1
Project Buildout Conditions AM/PM Peak Hour Intersection Volumes

RBF

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Exhibit 16

Forecast Existing Plus Alternative 1 Project Buildout Conditions Level of Service

Table 8 summarizes forecast existing plus alternative 1 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 8
Forecast Existing Plus Alternative 1 Project Buildout Conditions AM & PM Peak Hour LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Alternative 1 Project Buildout Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	AM	PM	
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
3 – Rice Ave/Gonzales Rd	0.618 – B	0.639 – B	0.638 – B	0.654 – B	0.020	0.015	No
4 – Rice Ave/Camino Del Sol	0.433 – A	0.436 – A	0.433 – A	0.441 – A	0.000	0.005	No
5 – Rice Ave/Sturgis Rd	0.328 – A	0.606 – B	0.376 – A	0.643 – B	0.048	0.037	No
6 – Rice Ave/Fifth St (SR-34)	0.458 – A	0.704 – C	0.467 – A	0.712 – C	0.009	0.008	No
7 – Del Norte Blvd/US 101 NB Ramps	(15.1) – C	(15.2) – C	(17.4) – C	(16.6) – C	N/A	N/A	No
8 – Del Norte Blvd/US 101 SB Ramps	**(40.3) – E**	(17.7) – C	**(54.3) – F**	(20.1) – C	N/A	N/A	No
9 – Del Norte Blvd/Camino Del Sol	0.365 – A	0.483 – A	0.365 – A	0.484 – A	0.000	0.001	No
10 – Del Norte Blvd/Sturgis Rd	0.242 – A	0.346 – A	0.285 – A	0.388 – A	0.043	0.042	No
11 – Del Norte Blvd/Fifth St (SR-34)	0.473 – A	0.706 – C	0.479 – A	0.708 – C	0.006	0.002	No

Note: V/C = volume to capacity ratio; NB = Northbound; SB = Southbound; deficient intersection operation shown in **bold**; N/A = Not Applicable; deficient intersection operation shown in **bold**.

1 = Not analyzed during existing conditions due to construction activity.

As shown in Table 8, with the addition of alternative 1 project buildout generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria for forecast existing plus alternative 1 project buildout conditions with the exception of the following study intersection:

- Del Norte Boulevard/US-101 Southbound Ramps (a.m. peak hour only).

As also shown in Table 8, based on City of Oxnard established thresholds of significance, the addition of alternative 1 project buildout generated trips is forecast to result in no significant impacts for forecast existing plus alternative 1 project buildout conditions.

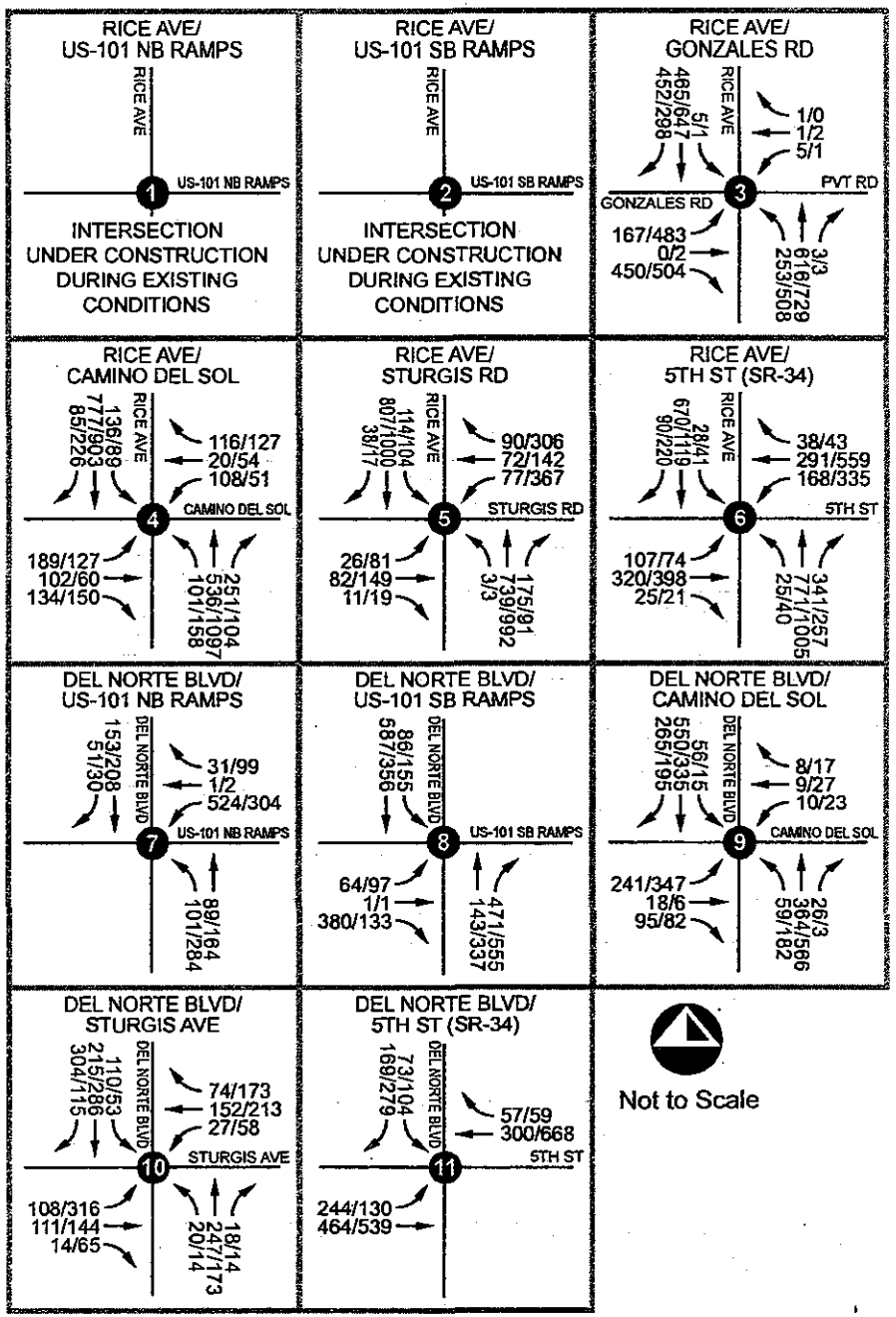
FORECAST EXISTING PLUS ALTERNATIVE 2 PROJECT BUILDOUT CONDITIONS

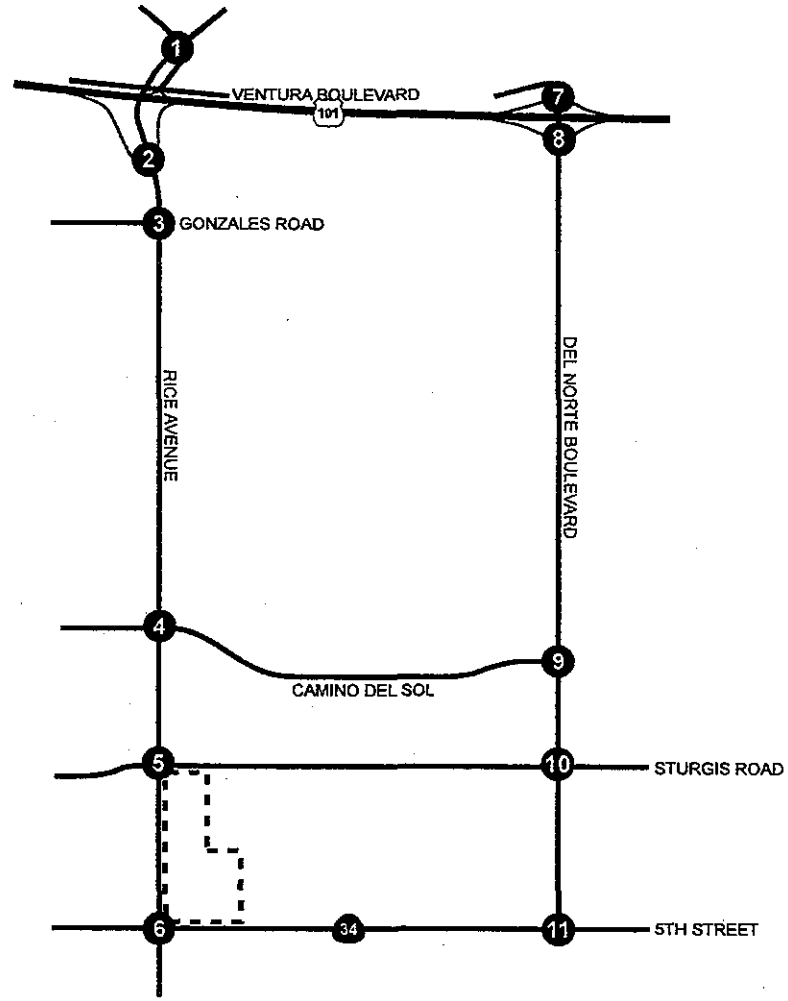
This section analyzes the impact of the addition of trips forecast to be generated by alternative 2 buildout of the proposed to existing conditions.

Forecast Existing Plus Alternative 2 Project Buildout Conditions Traffic Volumes

Forecast existing plus alternative 2 project buildout conditions a.m. and p.m. peak hour volumes were derived by adding forecast alternative 2 buildout project-generated trips to existing conditions traffic volumes.

Exhibit 17 shows forecast existing plus alternative 2 project buildout conditions a.m. and p.m. peak hour volumes at the study intersections.





Legend:

XX/XX AM/PM Intersection Volumes

- - - Project Site Boundary

Forecast Existing Plus Alternative 2
Project Buildout Conditions AM/PM Peak Hour Intersection Volumes

RBF

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AUG/2011

Exhibit 17

Forecast Existing Plus Alternative 2 Project Buildout Conditions Level of Service

Table 9 summarizes forecast existing plus alternative 2 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 9
Forecast Existing Plus Alternative 2 Project Buildout Conditions AM & PM Peak Hour LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Alternative 2 Project Buildout Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	AM	PM	
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
3 – Rice Ave/Gonzales Rd	0.618 – B	0.639 – B	0.647 – B	0.662 – B	0.029	0.023	No
4 – Rice Ave/Camino Del Sol	0.433 – A	0.436 – A	0.433 – A	0.446 – A	0.000	0.010	No
5 – Rice Ave/Sturgis Rd	0.328 – A	0.606 – B	0.400 – A	0.662 – B	0.072	0.056	No
6 – Rice Ave/Fifth St (SR-34)	0.458 – A	0.704 – C	0.471 – A	0.715 – C	0.013	0.11	No
7 – Del Norte Blvd/US 101 NB Ramps	(15.1) – C	(15.2) – C	(18.8) – C	(17.5) – C	N/A	N/A	No
8 – Del Norte Blvd/US 101 SB Ramps	**(40.3) – E**	(17.7) – C	**(62.2) – F**	(21.6) – C	N/A	N/A	No
9 – Del Norte Blvd/Camino Del Sol	0.365 – A	0.483 – A	0.371 – A	0.484 – A	0.006	0.001	No
10 – Del Norte Blvd/Sturgis Rd	0.242 – A	0.346 – A	0.318 – A	0.404 – A	0.076	0.058	No
11 – Del Norte Blvd/Fifth St (SR-34)	0.473 – A	0.706 – C	0.481 – A	0.710 – C	0.008	0.004	No

Note: V/C = volume to capacity ratio; NB = Northbound; SB = Southbound; deficient intersection operation shown in **bold**; N/A = Not Applicable; deficient intersection operation shown in **bold**.

1 = Not analyzed during existing conditions due to construction activity.

As shown in Table 9, with the addition of alternative 2 project buildout generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria for forecast existing plus alternative 2 project buildout conditions with the exception of the following study intersection:

- Del Norte Boulevard/US-101 Southbound Ramps (a.m. peak hour only).

As also shown in Table 9, based on City of Oxnard established thresholds of significance, the addition of alternative 2 project buildout generated trips is forecast to result in no significant impact for forecast existing plus alternative 2 project buildout conditions.

FORECAST EXISTING PLUS APPROVED/PENDING PROJECTS WITHOUT PROJECT CONDITIONS

This section analyzes the forecast traffic operations when accounting for the addition of approved/pending projects to existing conditions which have already been approved or are under consideration by the City of Oxnard, but have not yet been constructed and therefore do not yet generate traffic on the affected roadway circulation system.

Forecast Existing Plus Approved/Pending Projects Without Project Conditions Traffic Volumes

Forecast existing plus approved/pending projects without project conditions a.m. and p.m. peak hour volumes were derived by adding forecast approved/pending projects-generated trips to existing conditions traffic volumes. The City of Oxnard identified the following six approved/pending projects for inclusion in this analysis:

- Sakioka Farms Specific Plan;
  - 5,500,000 square feet of industrial uses;
  - 2,900,000 square feet of business and research uses; and
  - 100,000 square feet of commercial uses.
- Deardorff Family Farm
  - 81,216 net square feet of agricultural warehousing/distribution.
- Channel Islands Business Park Building D
  - 17,748 square feet of manufacturing;
  - 53,244 square feet of warehouse; and
  - 17,748 square feet of office.
- Las Cortes
  - 340 apartment units;
  - 101 single-family dwelling units; and
  - 60 condominiums.

- Artisan Apartments
  - 272 apartment units.
- Harry Ross Industries
  - 99,782 warehouse (added to existing facility).

Exhibit 18 shows the approximate locations of the six approved/pending projects.

Approved/Pending Projects Trip Generation

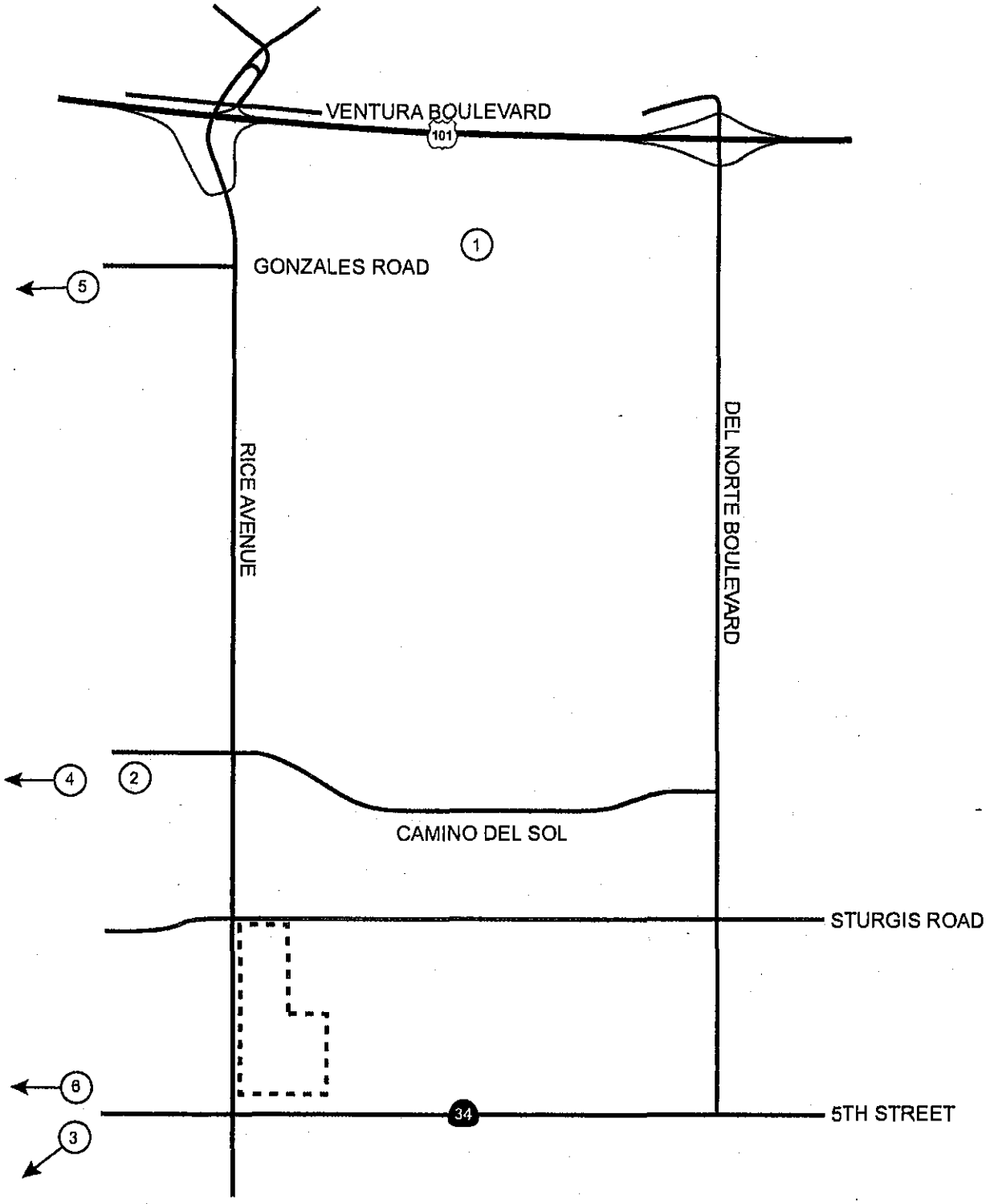
To calculate trips forecast to be generated by the approved/pending project land uses, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. *ITE* trip rates are based on surveys of representative facilities throughout the United States. Table 10 summarizes the *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the approved/pending projects land uses.

Table 10
***ITE* Trip Generation Rates for Approved/Pending Project Land Uses**

Land Use (*ITE* Code)	Units	AM Peak Hour Trip Generation Rate			PM Peak Hour Trip Generation Rate			Daily Trip Generation Rate
		In	Out	Total	In	Out	Total	
Manufacturing (140)	tsf	0.57	0.16	0.73	0.26	0.47	0.73	3.82
Warehousing (150)	tsf	0.24	0.06	0.30	0.08	0.24	0.32	3.56
Single-Family Detached Housing (210)	du	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Residential Condominium (230)	du	0.07	0.37	0.44	0.35	0.17	0.52	5.81
General Office Building (710)	tsf	1.36	0.19	1.55	0.25	1.24	1.49	11.01

Source: *2008 ITE Trip Generation Manual, 8th Edition.*
Note: tsf = thousand square feet; du = dwelling unit.

Table 11 summarizes the trips forecast to be generated by the six approved/pending projects utilizing the City of Oxnard Residential and Industrial Projects List (October 2010) provided by City staff and the trip generation data shown in Table 10.



Legend:

(XX) Approved/Pending Project
1 = Sakloka Farms
2 = Deardorff Farms
3 = Channel Islands Business Park
4 = Las Cortes
5 = Artisan
6 = Harry Ross Industries

Project Site Boundary

Not to Scale

RBF

Approximate Locations of Approved/Pending Projects

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Exhibit 18

Table 11
Forecast Trip Generation of Cumulative Projects

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Sakioka[1]	6,705	1,665	8,370	2,220	6,518	8,738	70,750
Deardoff[2]	66	9	75	9	70	79	790
Channel Islands Business Park Building D[3]	54	10	64	16	49	65	520
Las Cortes[4]							
101 Single Family Dwelling Units	19	57	76	65	37	102	967
340 Apartment Units	34	139	173	136	75	211	2,261
60 Condominium Units	4	22	26	21	10	31	349
260 Single Family Dwelling Units (Displaced)	-49	-146	-195	-165	-97	-262	-2,488
Las Cortes Subtotal	8	72	80	57	25	82	1,089
Artisan[5]	27	112	139	109	60	169	1,809
Harry Ross Industries	24	6	30	8	24	32	355
Cumulative Projects Trip Generation	**6,884**	**1,874**	**8,758**	**2,419**	**6,746**	**9,165**	**75,313**

Note:

1 = Source: Sakioka Farms EIR Traffic Study (Austin-Foust Associates, Inc., February 25, 2010).

2 = Source: Deardorff Family Farms Packing Facility Traffic and Circulation Study (Associated Transportation Engineers, November 16, 2010).

3 = Source: Channel Islands Business Park Building D Project Traffic Impact Analysis (RBF Consulting, October 1, 2010).

4 = Source: The Courts Site Specific Traffic Impact Study (AllianceJB, Inc., March 31, 2006).

5 = Source: East Village Apartments Revised Traffic and Circulation Study (Associated Transportation Engineers, June 27, 2007).

As shown in Table 11, the six approved/pending projects are forecast to generate approximately 75,313 daily trips, which include approximately 8,758 a.m. peak hour trips and approximately 9,165 p.m. peak hour trips.

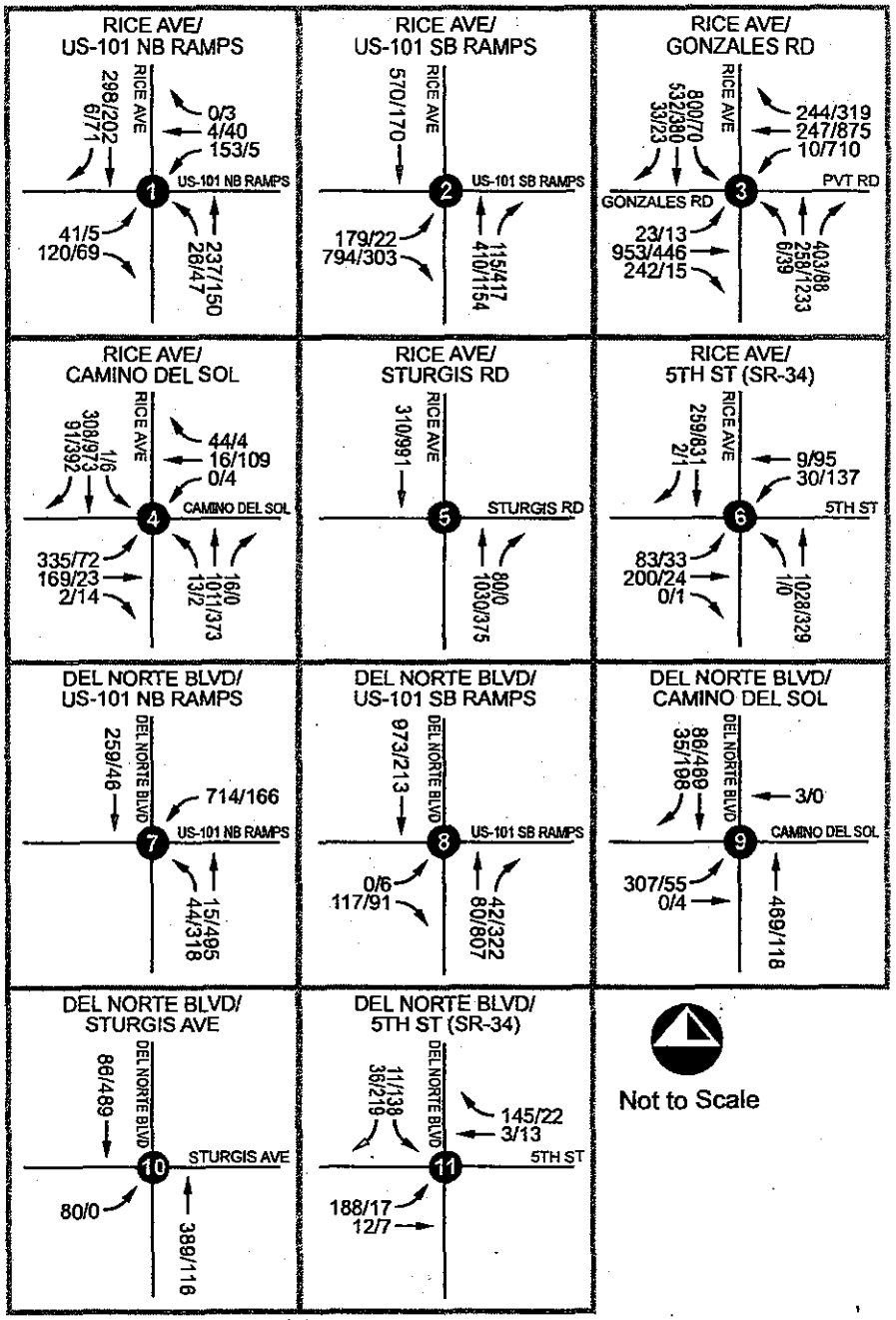
Exhibit 19 shows the assignment of approved/pending projects-generated peak hour trips.

Exhibit 20 shows forecast existing plus approved/pending projects without project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Existing Plus Approved/Pending Projects Without Project Conditions Intersection Geometry Modifications

As directed by City staff, forecast existing plus approved/pending projects without project conditions assumes the following intersection mitigation measures contained in the *Sakioka Farms EIR Traffic Study (Austin-Foust Associates, Inc., February 25, 2010)*:

- **Rice Avenue/US-101 Northbound Ramps** - Modification of the northbound Rice Avenue approach at US-101 Northbound Ramps from one left-turn lane, one through lane, and one free right-turn lane to consist of two left-turn lanes, two through lanes, and one free right-turn lane. Modification of the southbound Rice Avenue approach at US-101 Northbound Ramps from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of three through lanes and one right-turn lane. Modification of the eastbound Auto Center Drive-US-101 Northbound Ramps approach at Rice Avenue from one left-turn lane, one through lane, and one right-turn lane to consist of two left-turn lanes and two



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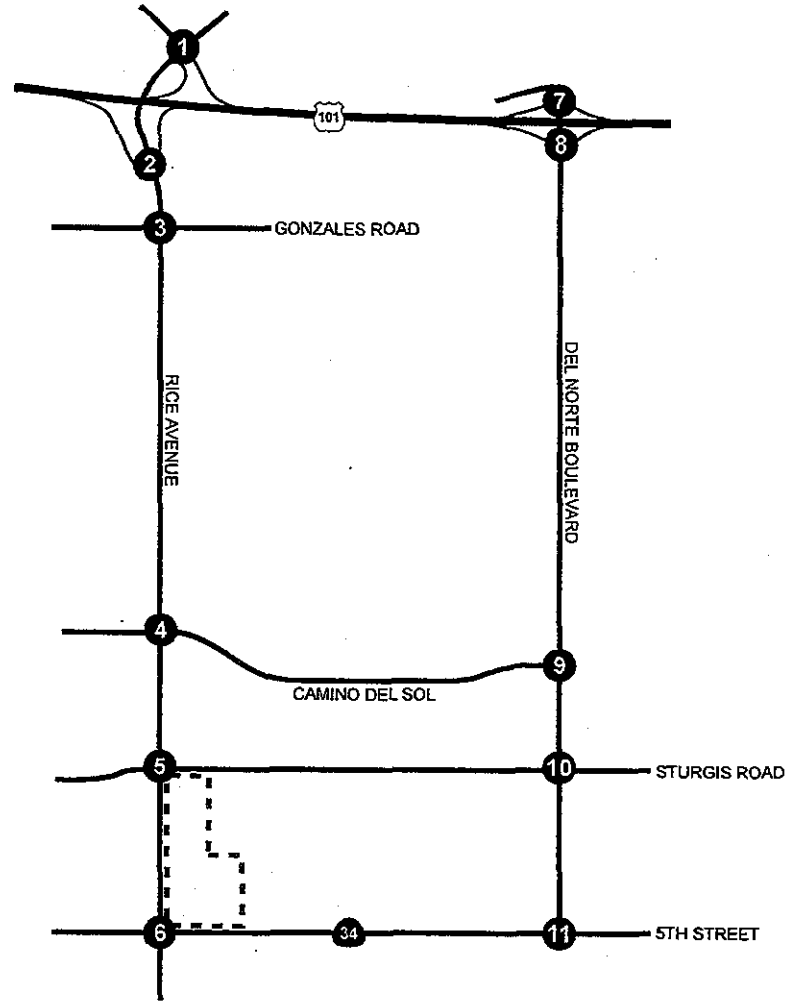

Legend:

XX/XX AM/PM Peak Hour Assignment

- - - Project Site Boundary

RBF

Forecast AM/PM Peak Hour Trip Assignment of Approved/Pending Projects

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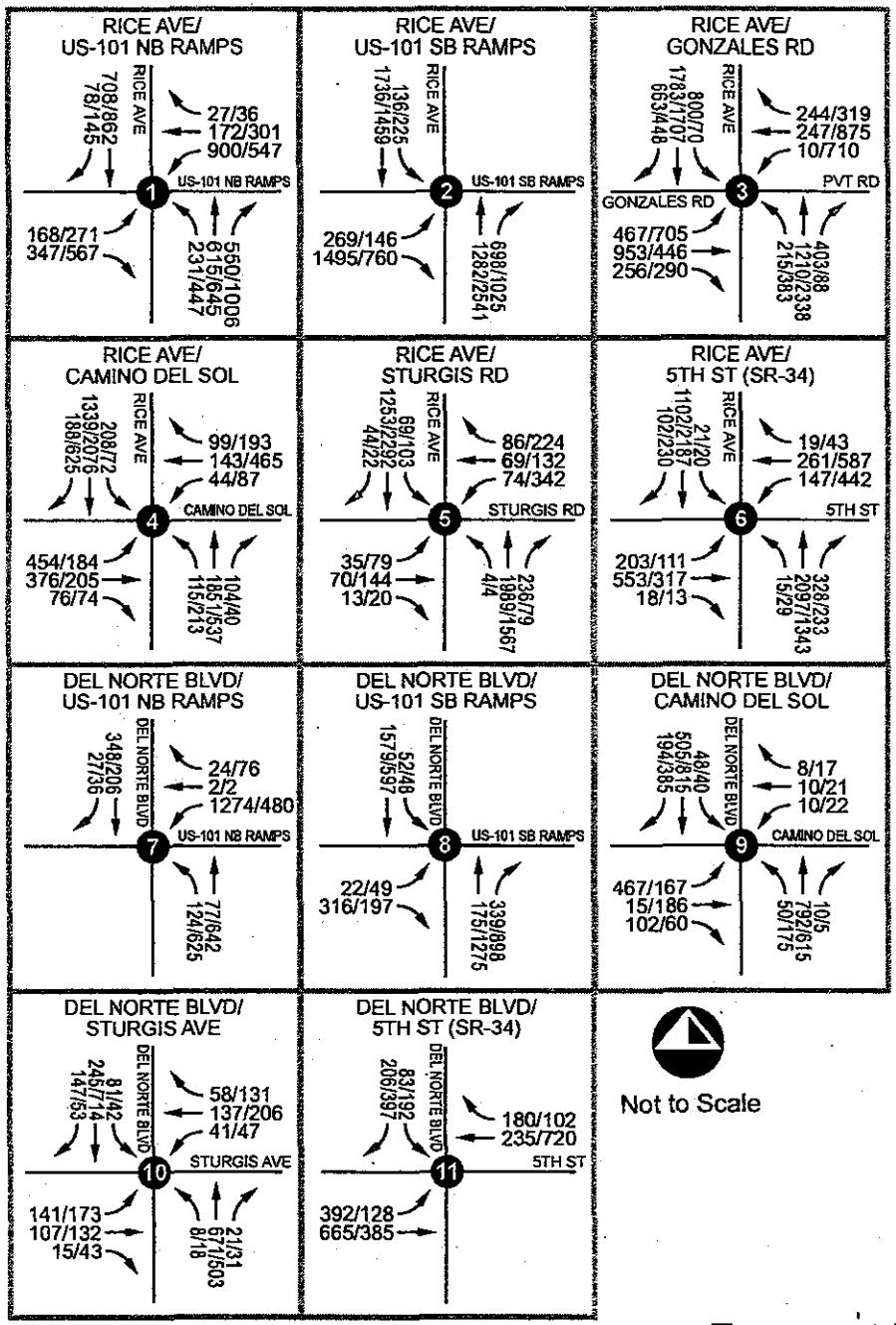
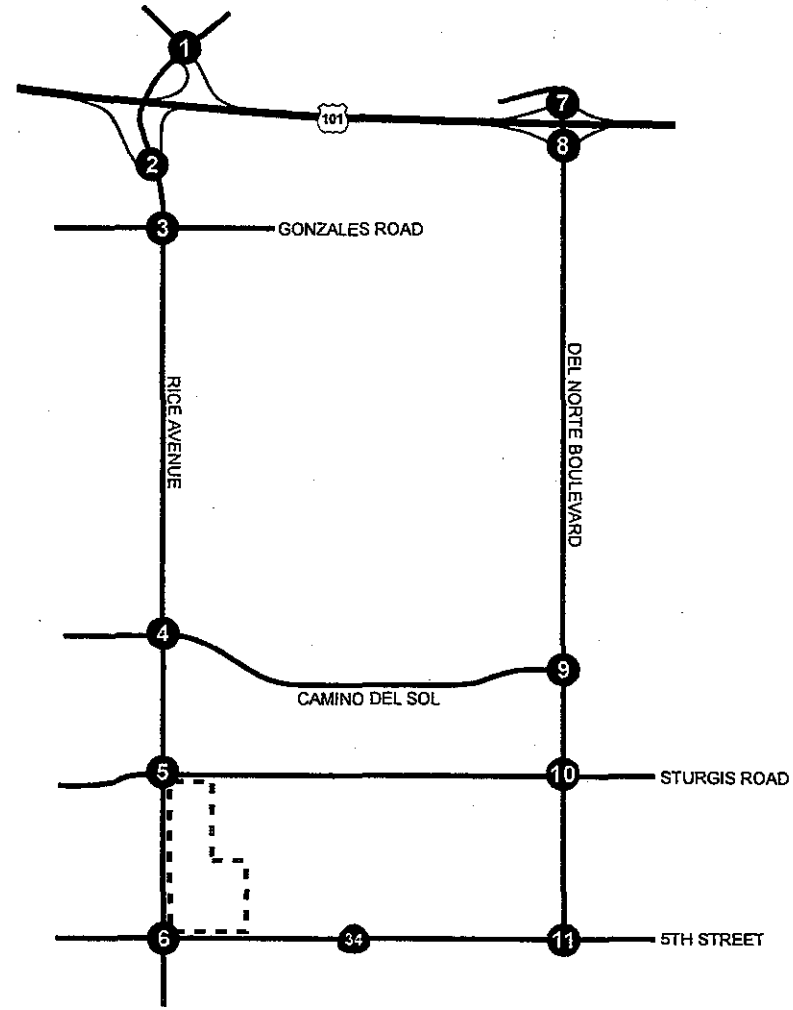
Exhibit 19





Not to Scale

Legend:

XX/XX AM/PM Intersection Volumes

- - - Project Site Boundary

Forecast Existing Plus Approved/Pending Projects Without Project Conditions AM/PM Peak Hour Intersection Volumes

RBF

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AUG/2011

Exhibit 20

right-turn lanes. Modification of the westbound US-101 Northbound Ramps at Rice Avenue from two left-turn lanes, one through lane, and one right-turn lane to consist of one left-turn lane, one shared left-turn/through lane, and one shared through/right-turn lane.

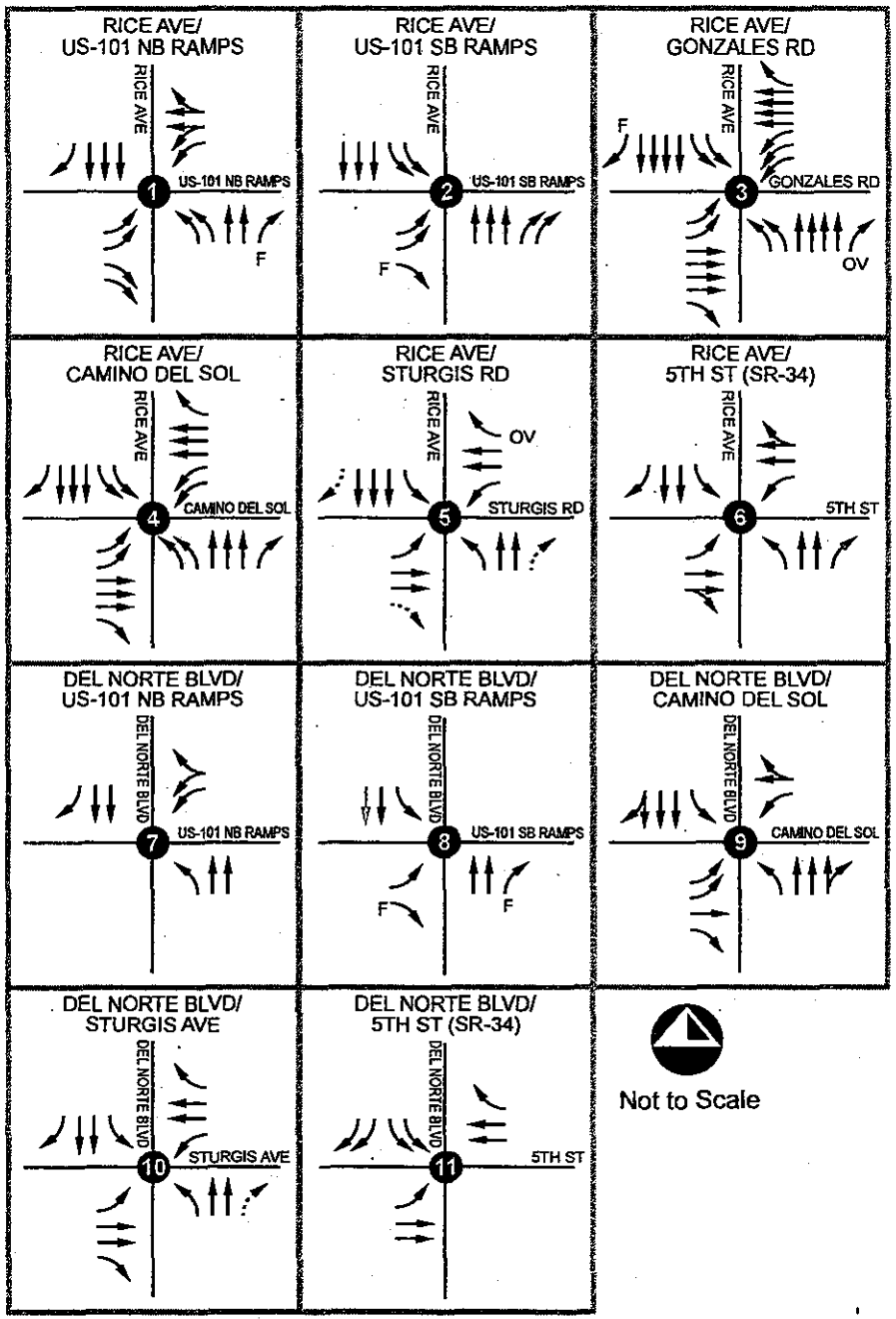
- **Rice Avenue/US-101 Southbound Ramps** - Modification of the northbound Rice Avenue approach at US-101 Northbound Ramps from two through lanes and one free right-turn lane to consist of three through lanes and two right-turn lanes. Modification of the southbound Rice Avenue approach at US-101 Southbound Ramps from one left-turn lane and two through lanes to consist of two left-turn lanes and three through lanes. Modification of the eastbound US-101 Southbound Ramps approach at Rice Avenue from one shared left-turn/through lane and one free right-turn lane to consist of two left-turn lanes and one right-turn lane.
- **Rice Avenue/Gonzales Road** - Modification of the northbound Rice Avenue approach at Gonzales Road from two left-turn lanes and two through lanes to consist of two left-turn lanes, four through lanes, and one right-turn lane with right-turn overlap signal phasing. Modification of the southbound Rice Avenue approach at Gonzales Road from three through lanes and one right-turn lane to consist of two left-turn lanes, four through lanes, and one free right-turn lane. Modification of the eastbound Gonzales Road approach at Rice Avenue from two left-turn lanes and one right-turn lane to consist of two left-turn lanes, four through lanes, and one right-turn lane. Modification of the westbound Gonzales Road (Private Driveway) approach at Rice Avenue from one shared left-turn/through/right-turn lane to consist of three left-turn lanes, three through lanes, and one right-turn lane.
- **Rice Avenue/Camino Del Sol** - Modification of the northbound Rice Avenue approach at Camino Del Sol from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Modification of the southbound Rice Avenue approach at Camino Del Sol from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Modification of the eastbound Camino Del Sol approach at Rice Avenue from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Modification of the westbound Camino Del Sol at Rice Avenue from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
- **Del Norte Boulevard/US-101 Northbound Ramps** - Modification of the northbound Del Norte Boulevard approach at US-101 Northbound Ramps from one shared left-turn/through lane to consist of one left-turn lane and two through lanes. Modification of the southbound Del Norte Boulevard approach at US-101 Northbound Ramps from one shared through/right-turn lane to consist of two through lanes and one right-turn lane. Modification of the westbound US-101 Northbound Ramps approach at Del Norte Boulevard from one shared left-turn/through/right-turn lane to consist of one left-turn lanes and one shared left-turn/right-turn lane. Modify the intersection from an all-way stop-controlled intersection to a signalized intersection.

- **Del Norte Boulevard/US-101 Southbound Ramps** - Modification of the northbound Del Norte Boulevard approach at US-101 Southbound Ramps from one through lane and one right-turn lane to consist of two through lanes and one free right-turn lane. Modification of the southbound Del Norte Boulevard approach at US-101 Southbound Ramps from one shared left-turn/through lane to consist of one left-turn lane and two through lanes. Modification of the eastbound US-101 Southbound Ramps approach at Del Norte Boulevard from one shared left-turn/through/right-turn lane to consist of one left-turn lanes and one free right-turn lane. Modify the intersection from an all-way stop-controlled intersection to a signalized intersection.
- **Del Norte Boulevard/Camino Del Sol** - Modification of the northbound Del Norte Boulevard approach at Camino Del Sol from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Modification of the southbound Del Norte Boulevard approach at Camino Del Sol from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Modification of the eastbound Camino Del Sol approach at Del Norte Boulevard from one left-turn lane, one through lane, and one right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane. Modification of the westbound Camino Del Sol approach at Del Norte Boulevard from one shared left-turn/through/right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane.
- **Del Norte Boulevard/5th Street (SR-34)** - Modification of the southbound Del Norte Boulevard approach at 5th Street (SR-34) from one left-turn lane and one right-turn lane to consist of two left-turn lanes and two right-turn lanes. Modification of the eastbound 5th Street (SR-34) approach at Del Norte Boulevard from one left-turn lane and one through lane to consist of one left-turn lane and two through lanes. Modification of the westbound 5th Street (SR-34) at Del Norte Boulevard from one shared through/right-turn lane to consist of two through lanes and one right-turn lane.

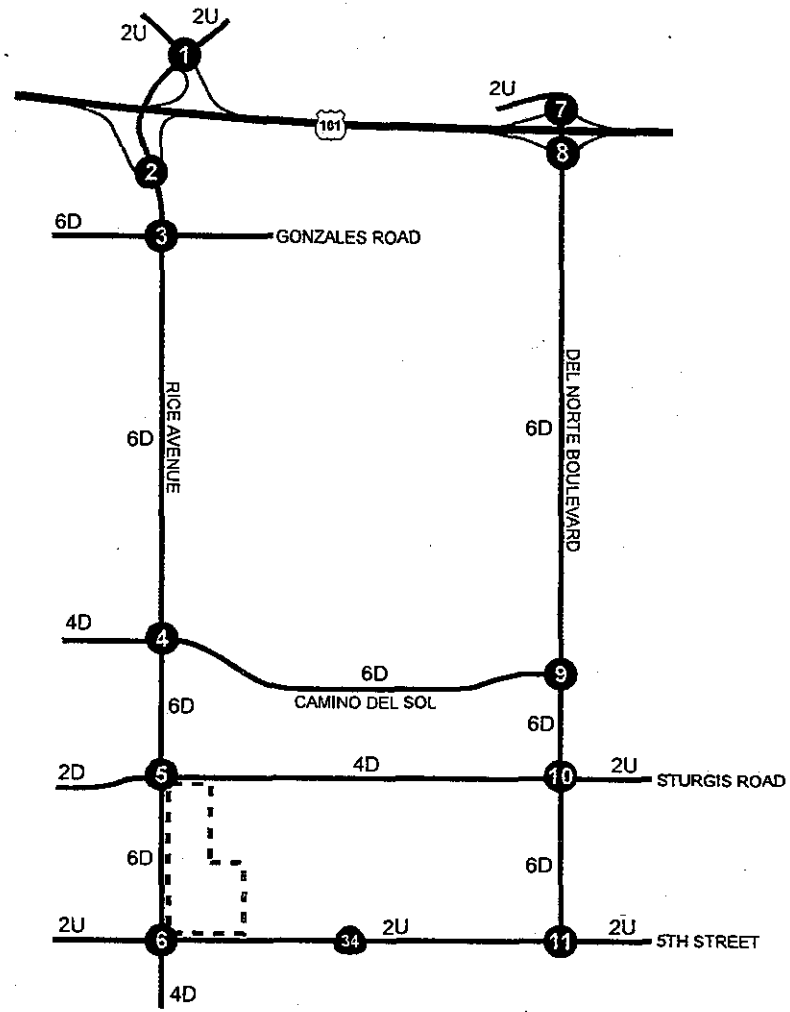
Exhibit 21 shows forecast existing plus approved/pending projects without project conditions study intersection geometry.

Forecast Existing Plus Approved/Pending Projects Without Project Conditions Level of Service

Table 12 summarizes forecast existing plus approved/pending projects without project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.



Not to Scale



Legend:

	Existing Lane	2U	2-lane Undivided Roadway
	Defacto Right-Turn Lane	2D	2-lane Divided Roadway
F	Free Right-Turn Lane	4D	4-lane Divided Roadway
OV	Right-Turn Overlap	5D	5-lane Divided Roadway (2 Northbound, 3 Southbound)
XX	Signal-Controlled Intersection	6D	6-lane Divided Roadway
STOP	Stop-Controlled Approach		Project Site Boundary

Forecast Existing Plus Approved/Pending Projects Conditions Study Intersection Geometry

RBF

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Exhibit 21

Table 12
Forecast Existing Plus Approved/Pending Projects
Without Project Conditions AM & PM Peak Hour LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	V/C – LOS	V/C – LOS
1 – Rice Ave/US 101 NB Ramps	0.609 – B	0.681 – B
2 – Rice Ave/US 101 SB Ramps	0.446 – A	0.645 – B
3 – Rice Ave/Gonzales Rd	0.798 – C	**0.806 – D**
4 – Rice Ave/Camino Del Sol	0.654 – B	0.677 – B
5 – Rice Ave/Sturgis Rd	0.733 – C	**0.813 – D**
6 – Rice Ave/Fifth St (SR-34)	**0.939 – E**	**1.081 – F**
7 – Del Norte Blvd/US 101 NB Ramps	0.593 – A	0.629 – B
8 – Del Norte Blvd/US 101 SB Ramps	0.507 – A	0.459 – A
9 – Del Norte Blvd/Camino Del Sol	0.354 – A	0.489 – A
10 – Del Norte Blvd/Sturgis Rd	0.391 – A	0.424 – A
11 – Del Norte Blvd/Fifth St (SR-34)	0.422 – A	0.429 – A

Note: V/C = volume to capacity ratio; NB = Northbound; SB = Southbound; deficient intersection operation shown in **bold**.

As shown in Table 12, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria for forecast existing plus approved/pending projects without project conditions with the exception of the following three study intersections:

- Rice Avenue/Gonzales Road (p.m. peak hour only);
- Rice Avenue/Sturgis Road (p.m. peak hour only); and
- Rice Avenue/Fifth Street (SR-34) (both a.m. and p.m. peak hours).

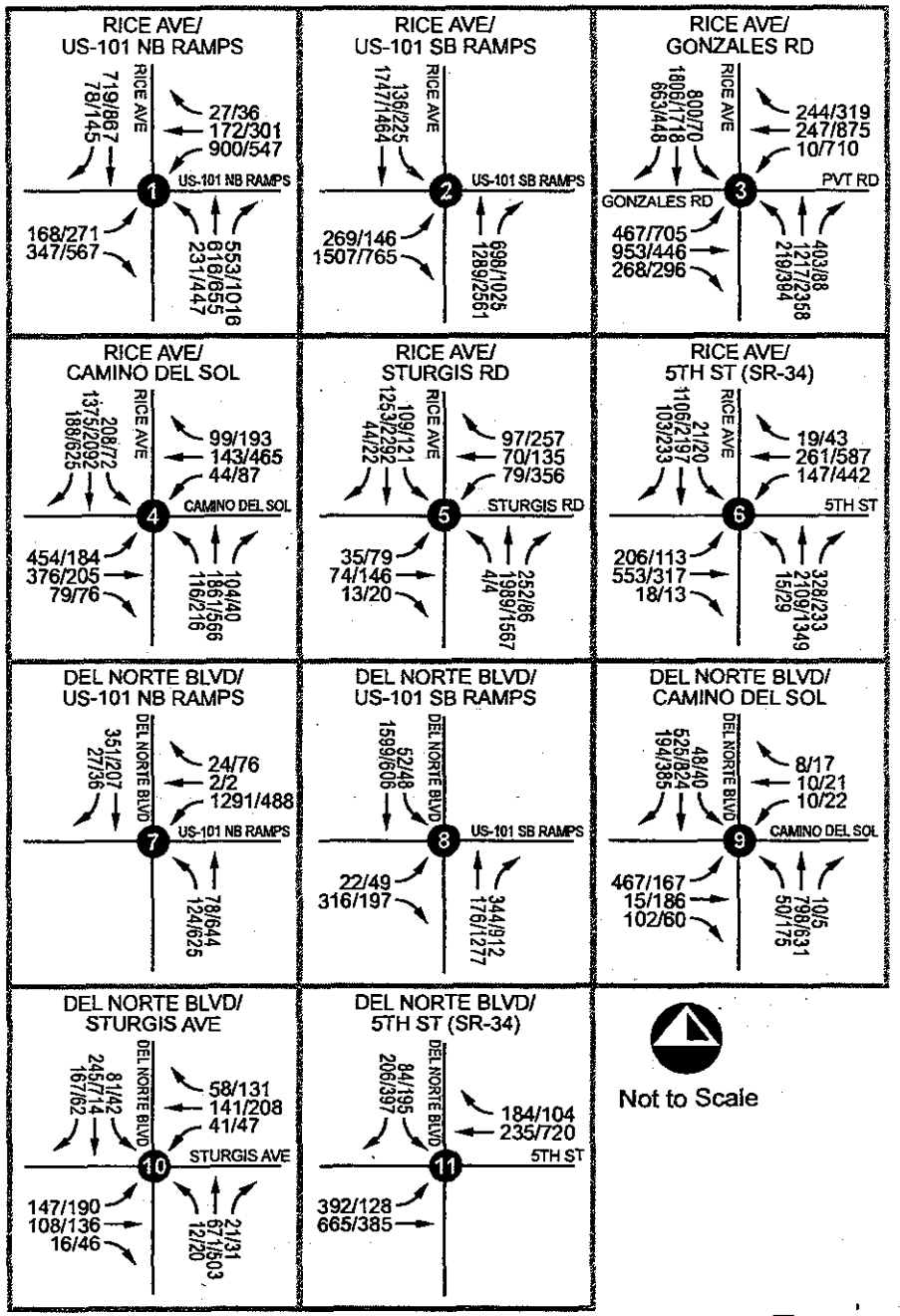
FORECAST EXISTING PLUS APPROVED/PENDING PROJECTS WITH PHASE 1 PROJECT CONDITIONS

This section analyzes the impact of the addition of trips forecast to be generated by phase 1 of the proposed project to forecast existing plus approved/pending projects without project conditions.

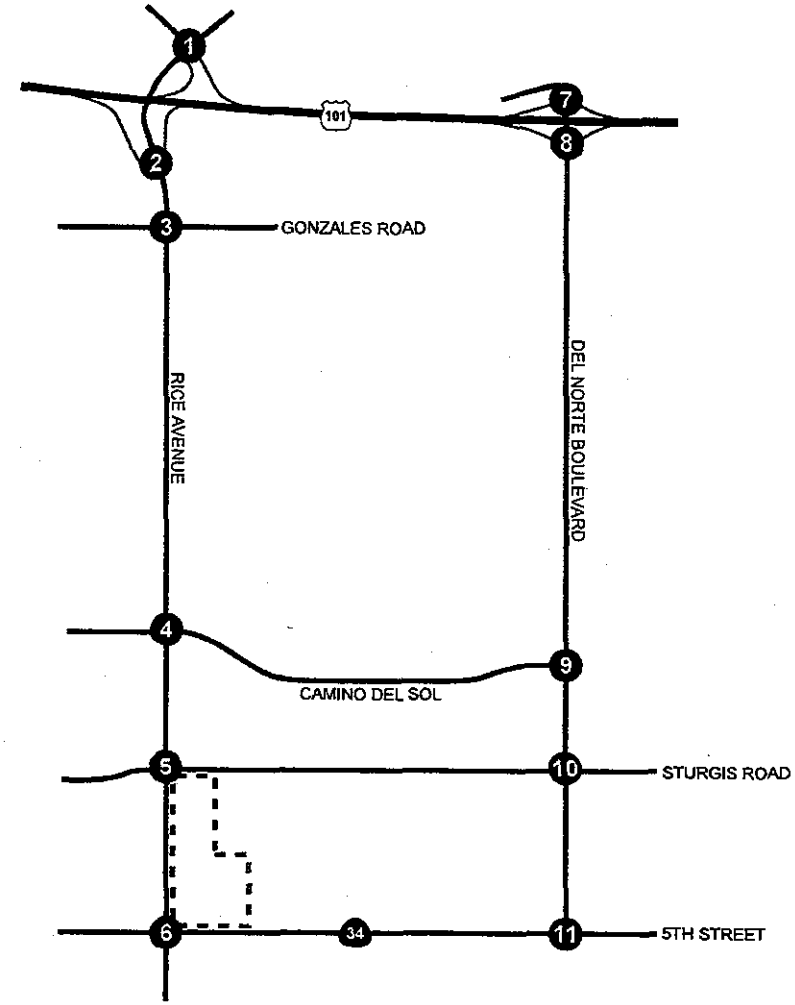
Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions Traffic Volumes

Forecast existing plus approved/pending projects with phase 1 project conditions a.m. and p.m. peak hour volumes were derived by adding forecast project-generated trips to forecast existing plus approved/pending projects without project conditions traffic volumes.

Exhibit 22 shows forecast existing plus approved/pending projects with phase 1 project conditions a.m. and p.m. peak hour volumes at the study intersections.



Not to Scale



Legend:

XX/XX AM/PM Intersection Volumes

- - - Project Site Boundary

Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions AM/PM Peak Hour Intersection Volumes

RBF

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Exhibit 22

Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions Level of Service

Table 13 summarizes forecast existing plus approved/pending projects with phase 1 project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 13
Forecast Existing Plus Approved/Pending Projects
With Phase 1 Project Conditions AM & PM Peak Hour LOS

Study Intersection	Forecast Existing Plus Approved/Pending Projects Without Project Conditions		Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	AM	PM	
1 – Rice Ave/US 101 NB Ramps	0.609 – B	0.681 – B	0.612 – B	0.682 – B	0.003	0.001	No
2 – Rice Ave/US 101 SB Ramps	0.446 – A	0.645 – B	0.448 – A	0.649 – B	0.002	0.004	No
3 – Rice Ave/Gonzales Rd	0.798 – C	**0.806 – D**	0.798 – C	**0.811 – D**	0.000	0.005	No
4 – Rice Ave/Camino Del Sol	0.654 – B	0.677 – B	0.656 – B	0.681 – B	0.002	0.004	No
5 – Rice Ave/Sturgis Rd	0.733 – C	**0.813 – D**	0.762 – C	**0.833 – D**	0.029	0.020	**Yes**
6 – Rice Ave/Fifth St (SR-34)	**0.939 – E**	**1.081 – F**	**0.943 – E**	**1.084 – F**	0.004	0.003	No
7 – Del Norte Blvd/US 101 NB Ramps	0.593 – A	0.629 – B	0.599 – A	0.632 – B	0.006	0.003	No
8 – Del Norte Blvd/US 101 SB Ramps	0.507 – A	0.459 – A	0.513 – A	0.460 – A	0.006	0.001	No
9 – Del Norte Blvd/Camino Del Sol	0.354 – A	0.489 – A	0.356 – A	0.491 – A	0.002	0.002	No
10 – Del Norte Blvd/Sturgis Rd	0.391 – A	0.424 – A	0.396 – A	0.436 – A	0.005	0.012	No
11 – Del Norte Blvd/Fifth St (SR-34)	0.422 – A	0.429 – A	0.424 – A	0.429 – A	0.002	0.000	No

Note: V/C = volume to capacity ratio; NB = Northbound; SB = Southbound; deficient intersection operation shown in **bold**; significant impact identified in **bold**.

As shown in Table 13, with the addition of phase 1 project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria for forecast existing plus approved/pending projects with phase 1 project conditions with the exception of the following three study intersections:

- Rice Avenue/Gonzales Road (p.m. peak hour only);
- Rice Avenue/Sturgis Road (p.m. peak hour only); and
- Rice Avenue/Fifth Street (SR-34) (both a.m. and p.m. peak hours).

As also shown in Table 13, based on City of Oxnard established thresholds of significance, the addition of phase 1 project-generated trips is forecast to result in a significant impact at the Rice Avenue/Sturgis Road study intersection for forecast existing plus approved/pending projects with phase 1 project conditions.

Recommended Mitigation Measure For Forecast Existing Plus Approved/Pending Projects Plus Phase 1 Project Conditions

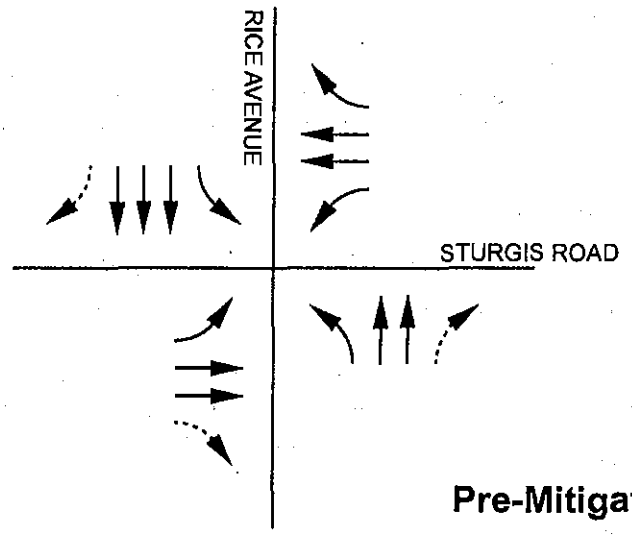
The following mitigation measure is recommended to eliminate the forecast significant traffic impact at the Rice Avenue/Sturgis Road study intersection for forecast existing plus approved/pending projects plus phase 1 project conditions:

Mitigation Measure #1 **Rice Avenue/Sturgis Road** – The project applicant shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

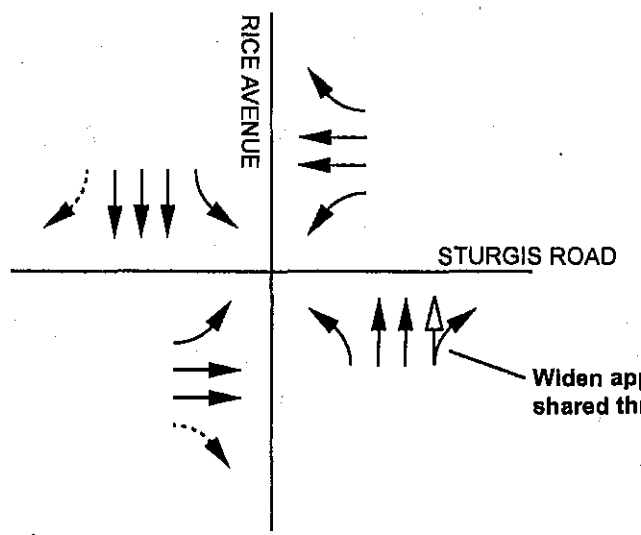
Exhibit 23 shows the Rice Avenue/Sturgis Road study intersection with and without the recommended mitigation measure.

Mitigated Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions Level of Service

Table 14 summarizes forecast existing plus approved/pending projects with phase 1 project conditions a.m. peak hour and p.m. peak hour LOS at the study intersection assuming implementation of the recommended mitigation measure; detailed LOS analysis sheets are contained in Appendix B.



Pre-Mitigation Geometry



Legend:

- Defacto Right-Turn Lane
- Existing Lane
- Modified Lane

Mitigated Geometry

Not to Scale

RBF

Rice Avenue/Sturgis Road Mitigated Intersection Geometry

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Exhibit 23

Table 14
Mitigated Forecast Existing Plus Approved/Pending Project With Phase 1 Project Conditions AM & PM Peak Hour LOS

Study Intersection	Forecast Existing Plus Approved/Pending Projects Without Project Conditions		Mitigated Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	AM	PM	
5 – Rice Ave/Sturgis Rd	0.733 – C	**0.813 – D**	0.608 – B	0.753 – C	-0.125	-0.060	No

Note: V/C = volume to capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 14, assuming implementation of the recommended mitigation measure, the project traffic impact at the study intersection is reduced to a level considered less than significant during the a.m. peak hour and p.m. peak hour for forecast existing plus approved/pending projects with phase 1 project conditions.

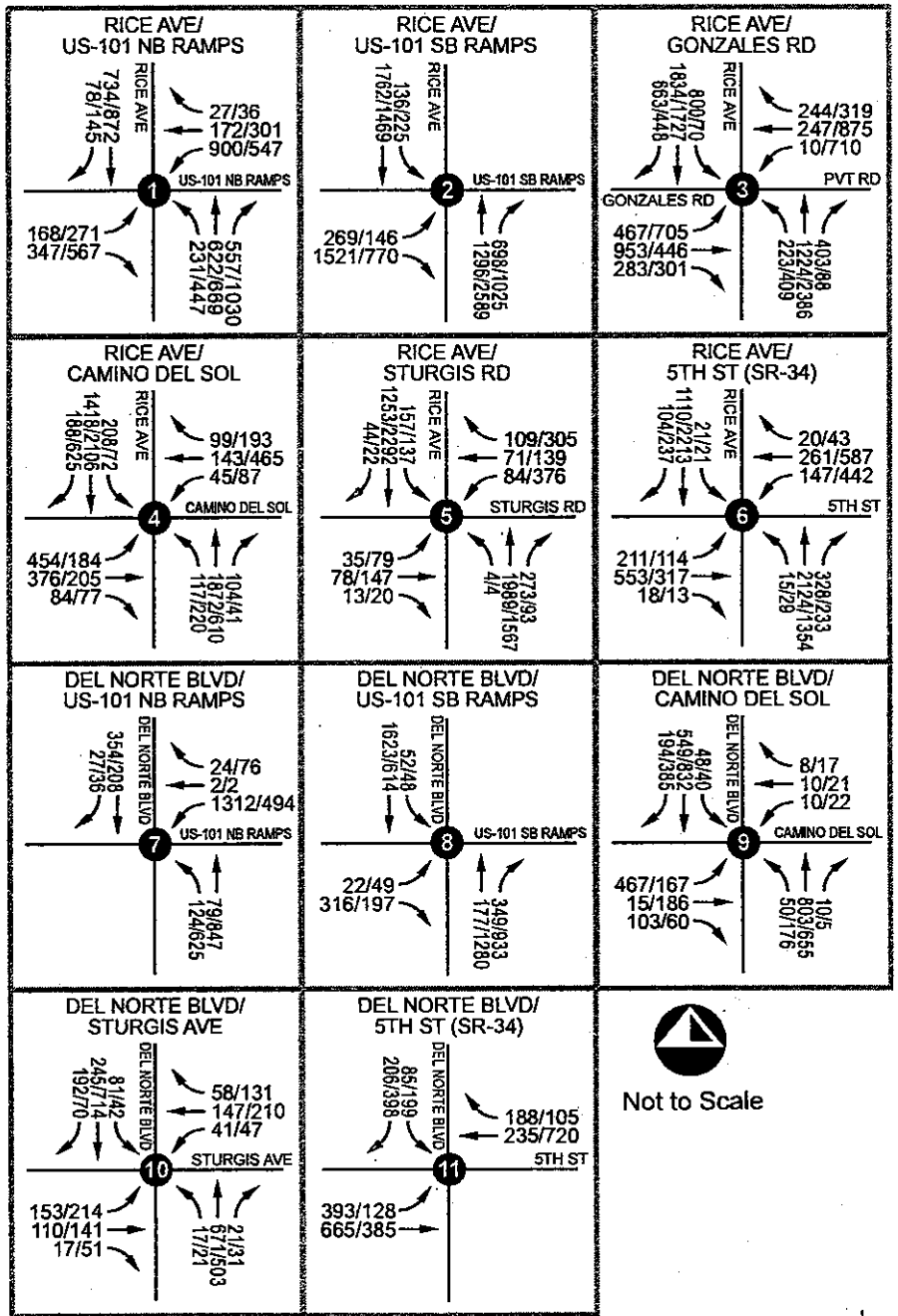
FORECAST EXISTING PLUS APPROVED/PENDING PROJECTS WITH ALTERNATIVE 1 PROJECT CONDITIONS

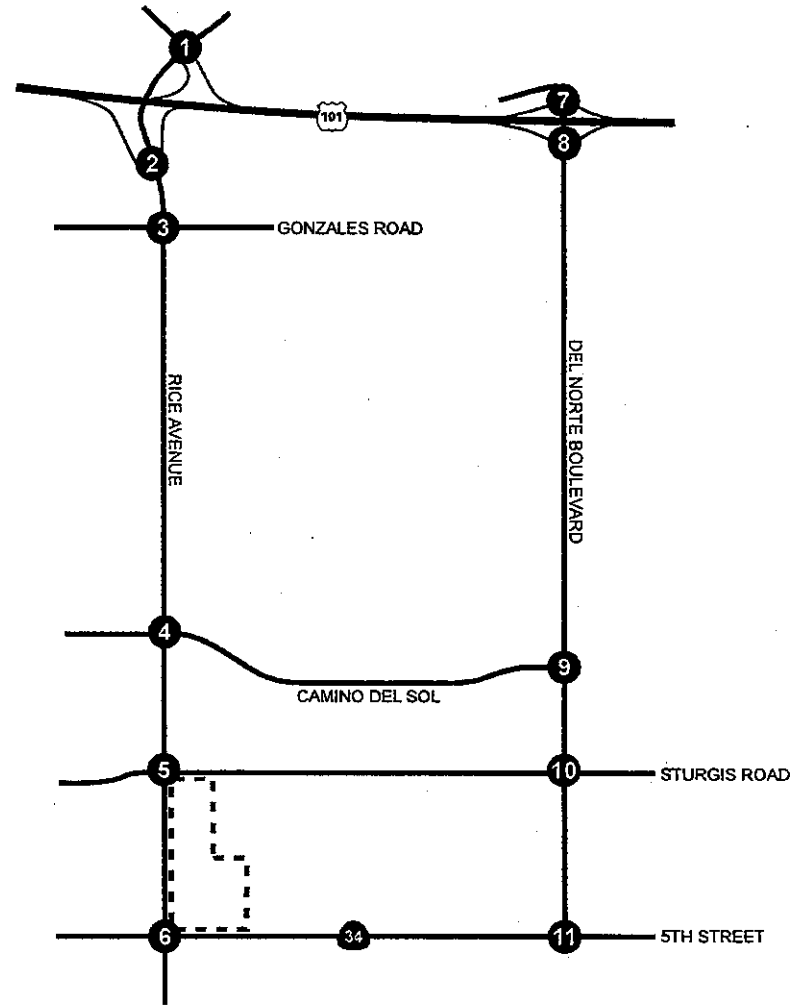
This section analyzes the impact of the addition of trips forecast to be generated by alternative 1 buildout of the proposed project to forecast existing plus approved/pending projects without project conditions. It should be noted, the alternative 1 project buildout analysis includes the prior mitigation identified for phase 1 of the proposed project.

Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions Traffic Volumes

Forecast existing plus approved/pending projects with alternative 1 project buildout conditions a.m. and p.m. peak hour volumes were derived by adding forecast alternative 1 buildout project-generated trips to forecast existing plus approved/pending projects without project conditions traffic volumes.

Exhibit 24 shows forecast existing plus approved/pending projects with alternative 1 project buildout conditions a.m. and p.m. peak hour volumes at the study intersections.





Not to Scale

Legend:

XX/XX AM/PM Intersection Volumes

Project Site Boundary

Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions AM/PM Peak Hour Intersection Volumes

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Exhibit 24

Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions Level of Service

Table 15 summarizes forecast existing plus approved/pending projects with alternative 1 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 15
Forecast Existing Plus Approved/Pending Projects
With Alternative 1 Project Buildout Conditions AM & PM Peak Hour LOS

Study Intersection	Forecast Existing Plus Approved/Pending Projects Without Project Conditions		Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	AM	PM	
1 – Rice Ave/US 101 NB Ramps	0.609 – B	0.681 – B	0.615 – B	0.683 – B	0.006	0.002	No
2 – Rice Ave/US 101 SB Ramps	0.446 – A	0.645 – B	0.451 – A	0.655 – B	0.005	0.010	No
3 – Rice Ave/Gonzales Rd	0.798 – C	**0.806 – D**	0.798 – C	**0.817 – D**	0.000	0.011	No
4 – Rice Ave/Camino Del Sol	0.654 – B	0.677 – B	0.659 – B	0.686 – B	0.005	0.009	No
5 – Rice Ave/Sturgis Rd	0.733 – C	**0.813 – D**	0.646 – B	0.766 – C	-0.087	-0.047	No
6 – Rice Ave/Fifth St (SR-34)	**0.939 – E**	**1.081 – F**	**0.947 – E**	**1.089 – F**	0.008	0.008	No
7 – Del Norte Blvd/US 101 NB Ramps	0.593 – A	0.629 – B	0.606 – B	0.634 – B	0.013	0.005	No
8 – Del Norte Blvd/US 101 SB Ramps	0.507 – A	0.459 – A	0.521 – A	0.461 – A	0.014	0.002	No
9 – Del Norte Blvd/Camino Del Sol	0.354 – A	0.489 – A	0.357 – A	0.494 – A	0.003	0.005	No
10 – Del Norte Blvd/Sturgis Rd	0.391 – A	0.424 – A	0.402 – A	0.452 – A	0.011	0.28	No
11 – Del Norte Blvd/Fifth St (SR-34)	0.422 – A	0.429 – A	0.428 – A	0.429 – A	0.006	0.000	No

Note: V/C = volume to capacity ratio; NB = Northbound; SB = Southbound; deficient intersection operation shown in **bold**; significant impact identified in **bold**.

As shown in Table 15, with the addition of alternative 1 project buildout generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria for forecast existing plus approved/pending projects with alternative 1 project buildout conditions with the exception of the following two study intersections:

- Rice Avenue/Gonzales Road (p.m. peak hour only); and
- Rice Avenue/Fifth Street (SR-34) (both a.m. and p.m. peak hours).

As also shown in Table 15, based on City of Oxnard established thresholds of significance, the addition of alternative 1 project buildout generated trips is forecast to result in no significant impacts at the study intersections for forecast existing plus approved/pending projects with alternative 1 project buildout conditions.

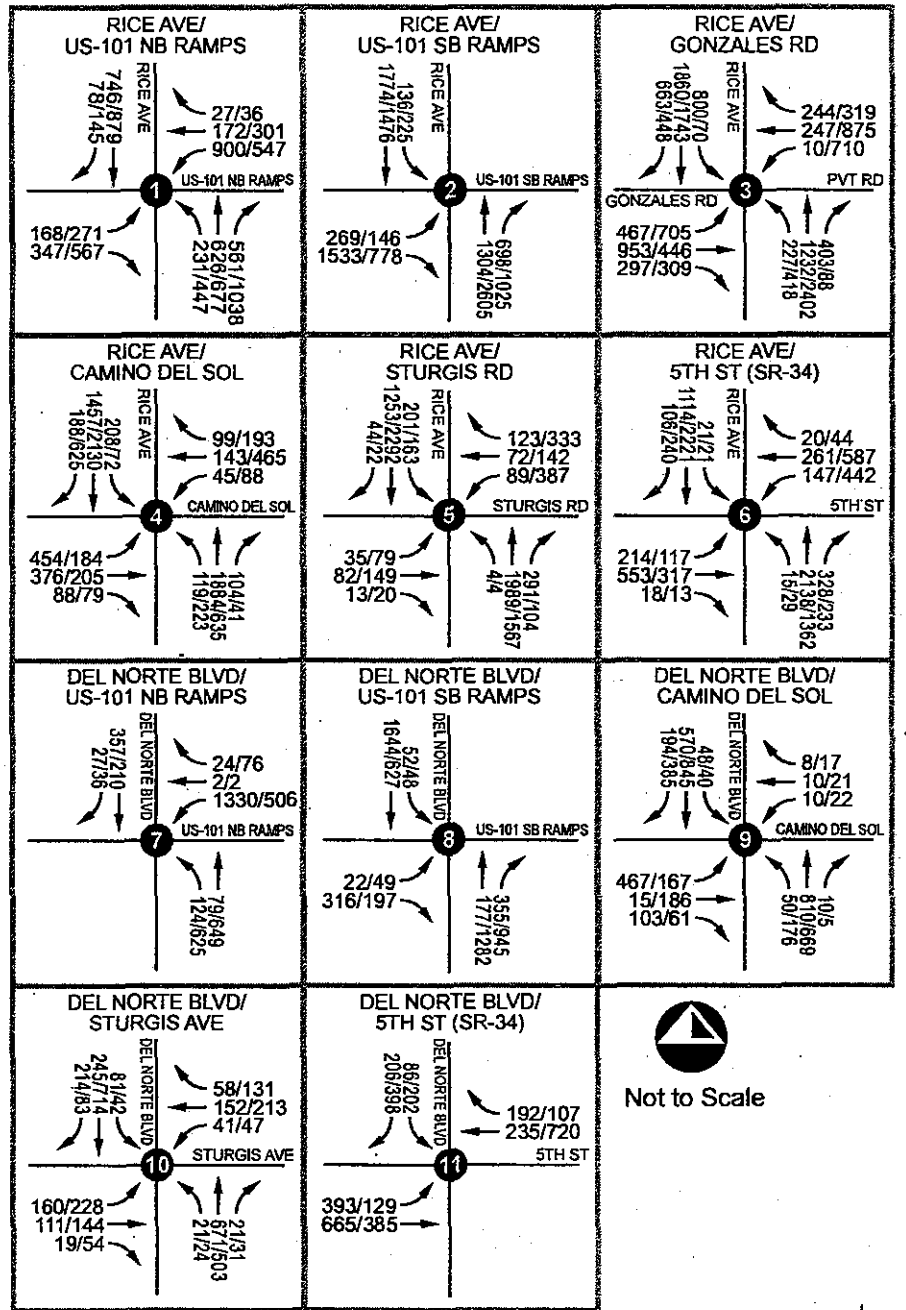
FORECAST EXISTING PLUS APPROVED/PENDING PROJECTS WITH ALTERNATIVE 2 PROJECT BUILDOUT CONDITIONS

This section analyzes the impact of the addition of trips forecast to be generated by alternative 2 buildout of the proposed project to forecast existing plus approved/pending projects without project conditions. It should be noted, the alternative 2 project buildout analysis includes the prior mitigation identified for phase 1 of the proposed project.

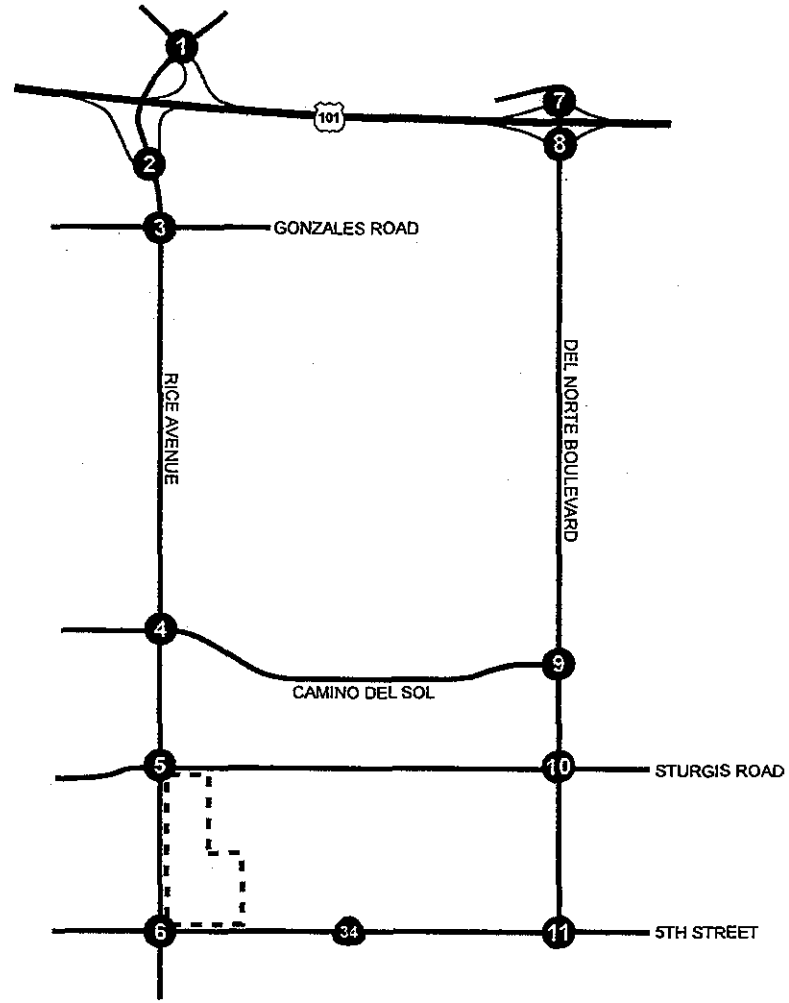
Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions Traffic Volumes

Forecast existing plus approved/pending projects with alternative 2 project buildout conditions a.m. and p.m. peak hour volumes were derived by adding forecast alternative 2 buildout project-generated trips to forecast existing plus approved/pending projects without project conditions traffic volumes.

Exhibit 25 shows forecast existing plus approved/pending projects with alternative 2 project buildout conditions a.m. and p.m. peak hour volumes at the study intersections.



Not to Scale



Legend:

XX/XX AM/PM Intersection Volumes

- - - Project Site Boundary

Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions AM/PM Peak Hour Intersection Volumes

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Exhibit 25

Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions Level of Service

Table 16 summarizes forecast existing plus approved/pending projects with alternative 2 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 16
Forecast Existing Plus Approved/Pending Projects
With Alternative 2 Project Buildout Conditions AM & PM Peak Hour LOS

Study Intersection	Forecast Existing Plus Approved/Pending Projects Without Project Conditions		Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	AM	PM	
1 – Rice Ave/US 101 NB Ramps	0.609 – B	0.681 – B	0.617 – B	0.684 – B	0.008	0.003	No
2 – Rice Ave/US 101 SB Ramps	0.446 – A	0.645 – B	0.454 – A	0.659 – B	0.008	0.014	No
3 – Rice Ave/Gonzales Rd	0.798 – C	**0.806 – D**	0.798 – B	**0.823 – D**	0.000	0.017	No
4 – Rice Ave/Camino Del Sol	0.654 – B	0.677 – B	0.661 – B	0.692 – B	0.007	0.015	No
5 – Rice Ave/Sturgis Rd	0.733 – C	**0.813 – D**	0.682 – B	0.773 – C	-0.051	-0.040	No
6 – Rice Ave/Fifth St (SR-34)	**0.939 – E**	**1.081 – F**	**0.952 – E**	**1.092 – F**	0.013	0.011	No
7 – Del Norte Blvd/US 101 NB Ramps	0.593 – A	0.629 – B	0.613 – B	0.639 – B	0.020	0.010	No
8 – Del Norte Blvd/US 101 SB Ramps	0.507 – A	0.459 – A	0.528 – A	0.461 – A	0.021	0.002	No
9 – Del Norte Blvd/Camino Del Sol	0.354 – A	0.489 – A	0.358 – A	0.496 – A	0.004	0.007	No
10 – Del Norte Blvd/Sturgis Rd	0.391 – A	0.424 – A	0.408 – A	0.463 – A	0.017	0.039	No
11 – Del Norte Blvd/Fifth St (SR-34)	0.422 – A	0.429 – A	0.430 – A	0.430 – A	0.008	0.001	No

Note: V/C = volume to capacity ratio; NB = Northbound; SB = Southbound; deficient intersection operation shown in **bold**; significant impact identified in **bold**.

As shown in Table 16, with the addition of alternative 2 project buildout generated trips, the study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to City of Oxnard performance criteria for forecast existing plus approved/pending projects with alternative 2 project buildout conditions with the exception of the following two study intersections:

- Rice Avenue/Gonzales Road (p.m. peak hour only); and
- Rice Avenue/Fifth Street (SR-34) (both a.m. and p.m. peak hours).

As also shown in Table 16, based on City of Oxnard established thresholds of significance, the addition of alternative 2 project buildout generated trips is forecast to result in no significant impacts at the study intersections for forecast existing plus approved/pending projects with alternative 2 project buildout conditions.

STATE HIGHWAY INTERSECTION ANALYSIS

This analysis has been prepared in accordance with the Caltrans *Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002). This section evaluates the forecast impact of project-generated trips at the following six signalized State Highway study intersections:

1. Rice Avenue/US 101 Northbound Ramps;
2. Rice Avenue/US 101 Southbound Ramps;
3. Rice Avenue/Fifth Street (SR-34);
4. Del Norte Boulevard/US 101 Northbound Ramps;
5. Del Norte Boulevard/US 101 Southbound Ramps; and
6. Del Norte Boulevard/Fifth Street (SR-34).

State Highway Intersection Analysis Methodology

Caltrans advocates use of HCM intersection analysis methodology to analyze the operation of signalized intersections. The HCM analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 17.

Table 17
State Highway LOS & Delay Ranges

LOS	Delay (seconds/vehicle)
	Signalized Intersections
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Source: *2000 Highway Capacity Manual*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities.

State Highway Intersection Thresholds of Significance

While Caltrans has not established traffic thresholds of significance, this traffic analysis utilizes the following traffic thresholds of significance:

- A significant project impact occurs at a State Highway signalized study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

Existing Conditions State Highway Intersection Peak Hour Level of Service

Table 18 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 18
Existing Conditions
AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]
6 – Rice Ave/Fifth St (SR-34)	22.6 – C	25.5 – C
7 – Del Norte Blvd/US 101 NB Ramps	15.1 – C	15.2 – C
8 – Del Norte Blvd/US 101 SB Ramps	**40.3 – E**	17.7 – C
11 – Del Norte Blvd/Fifth St (SR-34)	20.7 – C	22.1 - C

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.
1 = Not analyzed during existing conditions due to construction activity.

As shown in Table 18, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for existing conditions with the exception of the Del Norte Boulevard/US 101 Southbound Ramps intersection.

Forecast Existing Plus Phase 1 Project Conditions State Highway Intersection Peak Hour Level of Service

Table 19 summarizes forecast existing plus phase 1 project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 19
Forecast Existing Plus Phase 1
Project Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Phase 1 Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
6 – Rice Ave/Fifth St (SR-34)	22.6 – C	25.5 – C	22.8 – C	25.5 – C	No
7 – Del Norte Blvd/US 101 NB Ramps	15.1 – C	15.2 – C	16.1 – C	15.8 – C	No
8 – Del Norte Blvd/US 101 SB Ramps	**40.3 – E**	17.7 – C	**46.3 – E**	18.7 – C	No
11 – Del Norte Blvd/Fifth St (SR-34)	20.7 – C	22.1 - C	20.7 – C	22.1 – C	No

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.

As shown in Table 19, with the addition of phase 1 project-generated trips, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus phase 1 project conditions with the exception of the Rice Avenue/Fifth Street (SR-34) study intersection during the p.m. peak hour.

As also shown in Table 19, based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus phase 1 project conditions since the addition of phase 1 project-generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse).

Forecast Existing Plus Alternative 1 Project Buildout Conditions State Highway Intersection Peak Hour Level of Service

Table 20 summarizes forecast existing plus alternative 1 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 20
Forecast Existing Plus Alternative 1
Project Buildout Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Alternative 1 Project Buildout Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
6 – Rice Ave/Fifth St (SR-34)	22.6 – C	25.5 – C	22.7 – C	25.5 – C	No
7 – Del Norte Blvd/US 101 NB Ramps	15.1 – C	15.2 – C	17.4 – C	16.6 – C	No
8 – Del Norte Blvd/US 101 SB Ramps	**40.3 – E**	17.7 – C	**54.3 – F**	20.1 – C	No
11 – Del Norte Blvd/Fifth St (SR-34)	20.7 – C	22.1 - C	20.7 – C	22.2 – C	No

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.

As shown in Table 20, with the addition of alternative 1 project buildout generated trips, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus alternative 1 project buildout conditions with the exception of the Rice Avenue/Fifth Street (SR-34) study intersection during the p.m. peak hour.

As also shown in Table 20, based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus alternative 1 project buildout conditions since the addition of alternative 1 project buildout generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse).

Forecast Existing Plus Alternative 2 Project Buildout Conditions State Highway Intersection Peak Hour Level of Service

Table 21 summarizes forecast existing plus alternative 2 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 21
Forecast Existing Plus Alternative 2
Project Buildout Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Alternative 2 Project Buildout Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
1 – Rice Ave/US 101 NB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
2 – Rice Ave/US 101 SB Ramps	N/A[1]	N/A[1]	N/A[1]	N/A[1]	No
6 – Rice Ave/Fifth St (SR-34)	22.6 – C	25.5 – C	22.6 – C	25.5 – C	No
7 – Del Norte Blvd/US 101 NB Ramps	15.1 – C	15.2 – C	18.8 – C	17.5 – C	No
8 – Del Norte Blvd/US 101 SB Ramps	**40.3 – E**	17.7 – C	**62.2 – F**	21.6 – C	No
11 – Del Norte Blvd/Fifth St (SR-34)	20.7 – C	22.1 - C	20.7 – C	22.3 – C	No

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.

As shown in Table 21, with the addition of alternative 2 project buildout generated trips, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus alternative 2 project buildout conditions with the exception of the Rice Avenue/Fifth Street (SR-34) study intersection during the p.m. peak hour.

As also shown in Table 21, based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus alternative 2 project buildout conditions since the addition of alternative 2 project buildout generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse).

Forecast Existing Plus Approved/Pending Projects Without Project Conditions State Highway Intersection Peak Hour Level of Service

Table 22 summarizes forecast existing plus approved/pending projects without project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 22
Forecast Existing Plus Approved/Pending Projects Without Project Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1 – Rice Ave/US 101 NB Ramps	32.2 – C	34.8 – C
2 – Rice Ave/US 101 SB Ramps	10.6 – B	8.3 – A
6 – Rice Ave/Fifth St (SR-34)	26.9 – C	**45.7 – D**
7 – Del Norte Blvd/US 101 NB Ramps	20.7 – C	23.0 – C
8 – Del Norte Blvd/US 101 SB Ramps	3.7 – A	5.3 – A
11 – Del Norte Blvd/Fifth St (SR-34)	19.0 – B	21.2 - C

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.

As shown in Table 22, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus approved/pending projects without project conditions with the exception of the Rice Avenue/Fifth Street (SR-34) study intersection during the p.m. peak hour.

Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions State Highway Intersection Peak Hour Level of Service

Table 23 summarizes forecast existing plus approved/pending projects with phase 1 project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 23
Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	Forecast Existing Plus Approved/Pending Projects Without Project Conditions		Forecast Existing Plus Approved/Pending Projects With Phase 1 Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
1 – Rice Ave/US 101 NB Ramps	32.2 – C	34.8 – C	32.3 – C	34.8 –C	No
2 – Rice Ave/US 101 SB Ramps	10.6 – B	8.3 – A	10.5 – B	8.3 – A	No
6 – Rice Ave/Fifth St (SR-34)	26.9 – C	**45.7 – D**	27.2 – C	**46.3 – D**	No
7 – Del Norte Blvd/US 101 NB Ramps	20.7 – C	23.0 – C	20.8 – C	23.1 – C	No
8 – Del Norte Blvd/US 101 SB Ramps	3.7 – A	5.3 – A	3.7 – A	5.5 – A	No
11 – Del Norte Blvd/Fifth St (SR-34)	19.0 – B	21.2 - C	19.0 – B	21.3 – C	No

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.

As shown in Table 23, with the addition of phase 1 project-generated trips, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus approved/pending projects with phase 1

project conditions with the exception of the Rice Avenue/Fifth Street (SR-34) study intersection during the p.m. peak hour.

As also shown in Table 23, based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus approved/pending projects with phase 1 project conditions since the addition of phase 1 project-generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse).

Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions State Highway Intersection Peak Hour Level of Service

Table 24 summarizes forecast existing plus approved/pending projects with alternative 1 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 24
Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	Forecast Existing Plus Approved/Pending Projects Without Project Conditions		Forecast Existing Plus Approved/Pending Projects With Alternative 1 Project Buildout Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
1 – Rice Ave/US 101 NB Ramps	32.2 – C	34.8 – C	32.3 – C	34.8 – C	No
2 – Rice Ave/US 101 SB Ramps	10.6 – B	8.3 – A	10.5 – B	8.3 – A	No
6 – Rice Ave/Fifth St (SR-34)	26.9 – C	**45.7 – D**	27.6 – C	**47.1 – D**	No
7 – Del Norte Blvd/US 101 NB Ramps	20.7 – C	23.0 – C	20.8 – C	23.2 – C	No
8 – Del Norte Blvd/US 101 SB Ramps	3.7 – A	5.3 – A	3.7 – A	5.3 – A	No
11 – Del Norte Blvd/Fifth St (SR-34)	19.0 – B	21.2 - C	19.0 – B	21.3 – C	No

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.

As shown in Table 24, with the addition of alternative 1 project buildout generated trips, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus approved/pending projects with alternative 1 project buildout conditions with the exception of the Rice Avenue/Fifth Street (SR-34) study intersection during the p.m. peak hour.

As also shown in Table 24, based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus approved/pending projects with alternative 1 project buildout conditions since the addition of alternative 1 project buildout generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse).

Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions State Highway Intersection Peak Hour Level of Service

Table 25 summarizes forecast existing plus approved/pending projects with alternative 2 project buildout conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 25
Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	Forecast Existing Plus Approved/Pending Projects Without Project Conditions		Forecast Existing Plus Approved/Pending Projects With Alternative 2 Project Buildout Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
1 – Rice Ave/US 101 NB Ramps	32.2 – C	34.8 – C	32.3 – C	34.8 – C	No
2 – Rice Ave/US 101 SB Ramps	10.6 – B	8.3 – A	10.4 – B	8.3 – A	No
6 – Rice Ave/Fifth St (SR-34)	26.9 – C	**45.7 – D**	27.9 – C	**47.6 – D**	No
7 – Del Norte Blvd/US 101 NB Ramps	20.7 – C	23.0 – C	20.9 – C	23.4 – C	No
8 – Del Norte Blvd/US 101 SB Ramps	3.7 – A	5.3 – A	3.7 – A	5.3 – A	No
11 – Del Norte Blvd/Fifth St (SR-34)	19.0 – B	21.2 - C	19.0 – B	21.3 - C	No

Note: Delay shown in seconds; deficient intersection operation shown in **bold**.

As shown in Table 25, with the addition of alternative 2 project buildout generated trips, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus approved/pending projects with alternative 2 project buildout conditions with the exception of the Rice Avenue/Fifth Street (SR-34) study intersection during the p.m. peak hour.

As also shown in Table 25, based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus approved/pending projects with alternative 2 project buildout conditions since the addition of alternative 2 project buildout generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse).

MITIGATION MEASURES

The following mitigation measure is recommended to eliminate the significant traffic impact at the Rice Avenue/Sturgis Road study intersection for forecast existing plus approved/pending projects with phase 1 project conditions:

Mitigation Measure #1 — **Rice Avenue/Sturgis Road** – The project applicant shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

CONCLUSIONS

Phase 1 of the proposed project is forecast to generate approximately 618 daily trips, which include approximately 114 a.m. peak hour trips and approximately 114 p.m. peak hour trips. Alternative 1 buildout of the proposed project is forecast to generate approximately 2,237 daily trips, which include approximately 250 a.m. peak hour trips and approximately 259 p.m. peak hour trips. Alternative 2 buildout of the proposed project is forecast to generate approximately 2,008 daily trips, which include approximately 379 a.m. peak hour trips and approximately 380 p.m. peak hour trips.

Based on City of Oxnard established thresholds of significance, the addition of phase 1 project-generated trips is forecast to result in a significant impact at the Rice Avenue/Sturgis Road study intersection for forecast existing plus approved/pending projects with phase 1 project conditions.

The following mitigation measure is recommended to eliminate the forecast significant traffic impact at the Rice Avenue/Sturgis Road study intersection for forecast existing plus approved/pending projects plus phase 1 project conditions:

Mitigation Measure #1 — **Rice Avenue/Sturgis Road** – The project applicant shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane.

Based on Caltrans thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections since the addition of project-generated trips does not cause the LOS of the study intersections to change from acceptable operation (LOS C or better) to deficient State Highway operation (LOS D or worse). Therefore, no mitigation measures are identified for the State Highway study intersections.

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ATTACHMENT

MND Comment Letters

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DEC 21 2011

PLANNING DIVISION
CITY OF OXNARD

Ventura County
Watershed Protection District
Water & Environmental Resources Division
Surface Water Quality Section
MEMORANDUM

DATE: December 22, 2011

TO: Laura Hocking, RMA - Planning Division

FROM: Ewelina Mutkowska, Engineering Manager

SUBJECT: RMA 11-0037 NOI to Adopt MND/Initial Study for SUP 11-500-10 City of Oxnard

PROJECT DESCRIPTION

This project is under the jurisdiction of the City of Oxnard. The proposed project is to subdivide a 32 acre parcel into 7 parcels as Tentative Tract 5885, and to construct an industrial building. The proposed building 162,574 ft^2, and related site improvements is proposed on Parcel 7, consisting of 8.62 acre, and will operate under a Special Use Permit 11-500-10.

The technical review was completed by YKLall.

COMMENTS

We have completed our review for NPDES related concerns for RMA 11-037, NOI to adopt MND/initial Study for City of Oxnard SUP 11-500-10.

The MND/Initial study did not address Applicability Criteria for New Development Projects Part 4 Section E .II (a). Item No of the California Regional Water Quality Control Board Order R4-2010-0108, NPDES permit No CAS004002 This project is greater than 1 acre and adding more than 10,000 ft^2 of impervious area and, as such, the developer is required to comply with New Development Performance Criteria Part 4 Section E III of the California Regional Water Quality Control Board Order R4-2010-0108, NPDES permit No CAS004002 to address Integrated Water Quality/Flow Reduction/Resources Management Criteria.

Please contact YKLall, Water Quality Engineer at 805-662-6737 if you have any questions.

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DEC 21 2011

PLANNING DIVISION
CITY OF OXNARD

VENTURA COUNTY WATERSHED PROTECTION DISTRICT
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
Tom Wolfington, Permit Manager – (805) 654-2061

MEMORANDUM

DATE: December 19, 2011

TO: Laura Hocking, RMA/Planning Technician

FROM: Tom Wolfington, P.E., Permit Manager *TW*

SUBJECT: RMA 11-037, PZ 11-500-10 (SUP) & 10-300-05 (Tentative Map)
Notice of Intent to Adopt Mitigated Negative Declaration No. 11-04
Industrial Bldg. Truck Yard, Site Improvements
APN 216-0-160-405, 31.69 Acres, PEGH Investments LLC
APN 216-0-160-485, 11.64 Acres, PEGH Investments LLC
2600 & 2700 Challenger Pl. and 150, 300, 350 & 400 Discovery Dr.
Oxnard, Mugu Drain Watershed, Zone 2

Pursuant to your request, this office has reviewed the Notice of Intent to adopt a Mitigated Negative Declaration and Initial Study.

PROJECT LOCATION

Project site is located within the City of Oxnard, 2600 and 2700 Challenger Place; and 150, 300, 350, and 400 Discovery Drive (APN's 216-0-160-405, -485).

PROJECT DESCRIPTION

Planning & Zoning Permit Nos. 11-500-10 (Special Use Permit) and 10-300-05 (Tentative Subdivision Map) - A request to construct a 162,574-sq.ft. concrete tilt-up speculative industrial building and related site improvements on an 8.62-acre portion of a vacant 32-acre property; a request for a tentative tract map to subdivide approximately 32 acres into seven parcels varying in size between2.19 and 10.82 acres each, for future industrial development consistent with the M-1-PD zone; and modification to the westerly side of the existing building and site located at 2700 Challenger Place adjacent to the property at 2600 Challenger Place to create one shared truck yard. Located at 2600 and 2700 Challenger Place; and 150, 300, 350, 400 Discovery Drive (APN's: 216-0-160-405, -485). Filed by Valerie Draeger, Triliad Development, Inc., on behalf of owner PEGH Investments LLC, 270 Conejo Ridge Ave., Suite 200, Thousand Oaks, CA 91361-4944.

WATERSHED PROTECTION DISTRICT PROJECT COMMENTS:

The development is within the Mugu Drain watershed. As is the case with other channels on the lower Oxnard plain, Mugu Drain has limited capacity. It is noted that in the draft Mitigated Declaration at Section H. Hydrology & Water Quality, on Page 42, the following statements are made:

"Development of the property will not substantially alter the existing drainage pattern of the site or area, will not substantially increase the rate or amount of surface runoff, and will not result in substantial erosion or siltation on- or off-site. The project will be required to comply with the requirements of the NPDES and Ventura Countywide Storm water Quality Urban Impact Mitigation Plan (SQUIMP). After development, all of the existing and revised storm drain facilities will function properly without hydraulically impacting the existing City storm drain facilities. No special mitigation measures are required or recommended. Therefore, any impacts will be less than significant."

In order to mitigate potential impacts due to increases in impervious area, the District standard is that the site runoff after development shall not exceed the site runoff in the existing condition for any frequency of event. It is assumed that the City's analysis is considering the application of a similar standard to mitigate effects on downstream properties and facilities including Mugu Drain.

END OF TEXT

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DEC 21 2011

PLANNING DIVISION
CITY OF OXNARD

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

DATE: December 16, 2011

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Behnam Emami, Engineering Manager II

SUBJECT: REVIEW OF DOCUMENT 11-037 Notice of Intent (NOI) to Adopt Mitigated Negative Declaration and Initial Study (MND/IS) for **Tentative Subdivision Map No. 5885 and Special Use Permit No. 11-500-10**
Applicant: Trilliad Development Owner: PEGH Investments
Subdivision of two parcels into seven parcels totaling 31.70 acres and construction in two phases of up to 805,115 SF of industrial building space.
150, 300, 350, & 400 Discovery Drive and 2600 & 2700 Challenger Place, Oxnard (city).
APNs 216-0-160-405, 485
Lead Agency: **City of Oxnard**

Pursuant to your request, the Public Works Agency - Transportation Department completed the review of the above subject document for the Pegh Investments / Trilliad Development on Discovery Drive and Challenger Place in the City of Oxnard. The project is located at the northeast corner of Fifth Street (State Route 34) and Rice Avenue just north of the jurisdictional boundary between the City of Oxnard and the County of Ventura.

The project has two proposed phases. Phase I includes the subdivision of two parcels into seven parcels of 2.19 to 10.82 acres for future industrial development. Phase I would include the construction of a 37.5-foot tall concrete tilt-up industrial building of approximately 162,574 SF on Lot 1. The proposed breakdown of uses for the first industrial building are: 132,000 SF manufacturing; 10,000 SF warehouse; 8,500 SF offices and 12,000 SF mezzanine area for the offices. Phase II is the further development of lots 2 through 6 with up to 642,541 SF of industrial building space for manufacturing uses (maximum allowable floor-area ratio (FAR) of 0.40:1). The maximum building space would be 514,032 SF of industrial building space for warehouse uses (maximum allowable FAR of 0.50:1). The precise square footage and building uses will be determined at the time of development. A Special Use Permit will be required to develop each lot.

The breakdown of uses and square footages provided in the Traffic Impact Analysis are different than the proposed breakdown of uses and square footages provided in the NOI of an MND/IS. Included with the MND/IS is a Traffic Impact Analysis (TIA) for the Haas Tech Center Project dated August 11, 2011. The forecasted trip generation for Phase I is 618 average daily trips (ADT), 114 morning peak-hour trips (AM PHT), and 114 evening peak-hour trips (PM PHT). In the TIA, the Phase I square footage at full build-out is the same at 162,574 SF; however, the ratio of land uses is different (12,224 SF for warehouse in the TIA vs. 10,000 SF in the IS and 150,350 SF for manufacturing vs. 132,000 SF). The worst

case scenario of the two Phase II alternatives (warehouse vs. manufacturing) is 2,237 ADT, 379 AM PHT, and 380 PM PHT. In the TIA, the Phase II square footage at full build-out for warehouse land use is 454,753 SF vs. 514,032 SF and for manufacturing land use is 363,803 SF vs. 642,541 SF. Therefore, the estimated trip generation and predicted Level of Service do not reflect the current scenario.

We offer the following comments:

1. We generally concur with the comments in the NOI of an MND/IS for those areas under the purview of the Transportation Department. Although this portion of Rice Avenue is under the City of Oxnard jurisdiction, we concur with Mitigation Measure #1 which states that "The project applicant shall make a proportionate share contribution to widen the northbound Rice Avenue approach at Sturgis Road from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane."

2. The NOI of an MND/IS indicates that this project at full build-out will generate traffic on the Regional Road Network and local roads. Site-specific impacts on County roads and intersections were not indicated in the MND/IS nor included in the Traffic Impact Analysis (TIA) for the MND/IS. According to the TIA, 14% of the trips generat-ed by this project will be on the County portion of Rice Avenue south of Fifth Street (State Route 34). The subsequent environmental document should evaluate the site-specific impacts, if any, the project may have on the County portion of Rice Avenue south of Fifth Street (State Route 34) and the County intersection of Rice Avenue at Wooley Road, Rice at Channel Islands, and Sturgis at Pleasant Valley.

3. The assumptions of total building square footage and proposed breakdown of uses in the currently proposed MND/IS are different than the assumptions in the Traffic Study for the project. The Traffic Study should reflect the current proposed building footprint square footages and uses for Phase I and II.

4. The cumulative impacts of the development of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation Fee (TIMF) in accordance with the reciprocal agreement between the City of Oxnard and the County of Ventura should be paid to the County when development occurs. The fee due to the County cannot be estimated due to the different assumptions of proposed building square footages and breakdown of land uses in the MND/IS and the TIA for the project.

5. Please send us the final MND/IS when it is available for our review and comment.

Our review is limited to the impacts this project may have on the County's Regional Road Network. Please contact me at 654-2087 if you have questions.

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DEC 16 2011

PLANNING DIVISION
CITY OF OXNARD

Shirley Godwin
3830 San Simeon Ave.
Oxnard, CA 93033
December 14, 2011

Brian Foote, Associate Planner
City of Oxnard
Planning Division
214 South C Street
Oxnard, CA 93030

RE: Notice of Intent to Adopt MND No. 11-04
Planning & Zoning Permit Nos. 11-500-10 and 10-300-05
Request for a tentative map to subdivide approximately 32 acres into seven parcels ...
Challenger Place and Discovery Drive

This MND is inadequate because it fails to address the indirect but very significant negative impact of dividing this large property into smaller parcels. Steve Kinney, speaking on behalf of EDCO, has frequently made public statements that no large undeveloped properties remain in industrial areas of Oxnard. He has stated that therefore there must be other areas designated on the perimeter of Oxnard, both within and outside the present City limits, to accommodate future industrial needs.

This 32-acre property is particularly valuable for large industrial use, especially for facilities serving the Port of Hueneme. The property is on Rice Road, the principal route (corridor) from the Port of Hueneme to the 101 Freeway. This important site should not be squandered by dividing it into seven smaller parcels and constructing a speculative building for which there is no planned use.

If this property is split as proposed, the demand for large industrial sites must then be accommodated elsewhere on farmland, especially the upland area of the sensitive Ormond Beach Wetlands. This significant and cumulative impact must be addressed.

Shirley Godwin

Shirley Godwin

ATTACHMENT D

Resolution

RESOLUTION NO. 2012 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING CITY COUNCIL APPROVAL OF PLANNING AND ZONING PERMIT NO. 10-300-05 (TENTATIVE SUBDIVISION MAP) TO ALLOW SUBDIVISION OF APPROXIMATELY 32 ACRES OF VACANT LAND INTO SIX PARCELS FOR FUTURE INDUSTRIAL DEVELOPMENT PLUS ONE COMMON LOT, LOCATED AT 2600 CHALLENGER PLACE AND 150, 300, 350 & 400 DISCOVERY DRIVE (APN 216-0-160-405), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY VALERIE DRAEGER, TRILIAD DEVELOPMENT INC., 270 CONEJO RIDGE AVENUE, SUITE 200, THOUSAND OAKS, CA 91361.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 10-300-05, filed by Valerie Draeger, Triliad Development Inc., in accordance with Chapter 15 of the Oxnard City Code; and

WHEREAS, said Tentative Subdivision Map was referred to various public utility companies, City departments and the Development Advisory Committee for recommendations; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Commission considered the project Initial Study, together with any comments received during the public hearing process, finds on the basis of the whole record before it that with the imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment, further finds that the Initial Study reflects the independent judgment of the City, and adopts the Mitigated Negative Declaration; and

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the decision to adopt the Mitigated Negative Declaration is based are located in the Planning Division of the City of Oxnard, and the custodian of the record is the Planning Manager; and

WHEREAS, the Planning Commission has held a public hearing at which it received and considered oral and written testimony on the addendum to Mitigated Negative Declaration No. 11-04 for the proposed project; and

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

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the decision to adopt the addendum is based are located in the Planning Division of the City of Oxnard, and the custodian of the record is the Planning Manager; and

WHEREAS, the Planning Commission finds that the Tentative Map complies with all requirements of the Subdivision Map Act and the Oxnard City Code; and

WHEREAS, the Planning Commission finds that the Tentative Map, the proposed site, and the design and improvement of the development requested are consistent with the General Plan; and

WHEREAS, the Planning Commission finds that the proposed site is suitable for the type and density of development requested and is not likely to cause substantial environmental damage, serious public health problems or conflict with any publicly acquired easements or access; and

WHEREAS, the Planning Commission finds that the proposed division of land complies with the requirements established by the Subdivision Map Act and Chapter 15 of the Oxnard City Code, including but not limited to requirements as to area, improvement and design, floodwater drainage control, appropriate improved public roads, sanitary disposal facilities, water supply availability and environmental protection; and

WHEREAS, the Planning Commission finds that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this resolution as being a reasonable manner of preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general and the persons who work or visit in this subdivision in particular.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council the approval of the tentative subdivision map, subject to the following conditions:

STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND-S2*).

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division

DEPARTMENTS AND DIVISIONS			
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).

2. This permit is granted for the plans dated January 4, 2012, ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning Manager or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)

3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)

4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)

6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. Developer's commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof. (CA, *G-6*)

7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, *G-7*)

8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, *G-8*)

9. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, *G-12*)

10. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, *G-13*)

11. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, *G-14*)

PLANNING STANDARD CONDITIONS

12. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)

13. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*).

PLANNING SPECIAL CONDITIONS

14. An approved tentative map shall expire thirty-six (36) months after its approval, unless an extension is applied for and approved by the City Council pursuant to Section 15-46 of the City Code. (PL)

DEVELOPMENT SERVICES STANDARD CONDITIONS

15. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at the time the City issues building permits. (DS-1)

16. Developer shall have the site improvement plans prepared on standard Development Services Division mylars by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and the original ink-on-mylar plans filed with the Development Services Division. (DS-3)

17. Developer shall submit improvement plans and drainage calculations that demonstrate that storm drainage from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)

18. Developer shall remove and replace all improvements that are damaged during construction. (DS-6)

19. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code and shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)

20. A civil engineer licensed in the State of California shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Such plans and documents shall include, but not be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans; a master utility plan showing the layout and location of all on-site and off-site utility improvements that serve the project; construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not accept an application for the final map or parcel map for the project or issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)

21. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of the final subdivision map, address map, and civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)

22. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no such map, then at the time of public improvement plan approval. (DS-17)

23. Developer agrees, as a condition of approval of this resolution, to indemnify, defend and hold harmless, at Developer's expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided

for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer in the defense thereof. Developer shall reimburse City for any court costs and attorney's fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve Developer of the obligations of this condition. Developer's acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)

24. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, breezeways, parkways, landscaping, utilities, drainage facilities, and other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)

25. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)

26. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)

27. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)

28. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)

29. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)

30. Prior to approval of the final map or parcel map, Developer shall provide the City Engineer with written evidence from the Ventura County Clerk's Office that Developer has executed and filed with the Clerk all certificates, statements and securities required by Government Code Sections 66492 and 66493. (DS-26)

31. "Standard Specifications for Public Works Construction," latest edition, and any modifications thereto by City, and City of Oxnard Standard Land Development Specifications and all applicable City Standard Plans, shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)

32. Developer shall retain a Civil Engineer licensed in the State of California to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of the certified "as-built" plans is a condition of City's final acceptance of the project. (DS-29)

33. All grading shall conform to City's grading ordinance and any recommendations of Developer's soils engineer that have been approved by the City Engineer. Developer shall conform to all applicable notes specified on the site improvement/grading plan cover sheet and grading permit. (DS-30)

34. In order to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way, Developer shall construct required drainage facilities concurrently with the rough grading operations, or with prior approval of the City Engineer, provide interim drainage improvements on a temporary basis. (DS-31)

35. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)

36. Each lot shall drain into a street, alley, or approved drain so that there will be no undrained depressions. (DS-35)

37. By title sheet dedication at the time of filing the subdivision map, Developer shall dedicate all water rights for the project property to City. (DS-39)

38. Developer shall install water mains, fire hydrants and water services in conformance with City Standard Plans and specifications as directed by the City Engineer. (DS-41)

39. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Before performing the tests, Developer shall obtain permits from the City Engineer. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)

40. Developer shall construct all street and road improvements in conformance with the City Code, the City's 2030 General Plan, and any applicable specific plan. (DS-48)

41. Developer shall dedicate and improve to City standards all sidewalks, parkways, streets, alleys, and street appurtenances. City will name all streets in accordance with adopted City guidelines. (DS-49)

42. Street and road improvements shall conform to City standards and policies. Improvements shall include upgrading of existing pavement along the project frontage to City standards by removing and replacing or overlaying, as directed by the City Engineer. (DS-51)

43. Developer shall improve all streets, alleys, sidewalks, curbs, and gutters adjacent to the project in accordance with City standards, as necessary to provide safe vertical and horizontal transitions. (DS-52)

44. Developer shall provide soils reports, "R" value tests, and compaction tests for all streets. Determination of the actual structural sections shall be based on City's design procedure, applying the appropriate traffic index specified in City standards. (DS-53)

45. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)

46. Prior to release of the final map or parcel map for recordation, Developer shall provide the City Engineer with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, tract number, phase boundary and lot numbers. The City will assign all addresses. (DS-56)

47. Prior to release of the final map or parcel map for recordation, Developer shall post a bond or other security satisfactory to the City Attorney, guaranteeing that all monuments will be set as required by the Government Code and the City Code. (DS-57)

48. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)

49. As part of the master utility plans, Developer shall submit a street lighting plan. On City's approval of the plan, Developer shall install streetlights in accordance with the plan. (DS-60)

50. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)

51. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)

52. Developer, property owner or tenant shall participate in a Traffic Management Association (TMA) if one is formed and shall implement and participate in all programs and strategies established by the TMA. This condition shall be included in all leases and rental agreements for the project property. (TR-72)

53. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

54. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)

55. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)

56. In non-residential developments where fifty or more persons are employed, Developer shall include a transportation information center stocked with bus schedules, rideshare information, and related information on alternative methods of transportation. Developer or owner shall update such information at least once a month. (TR-77)

57. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Development Services Division prior to issuance of a building permit. (DS-105)

DEVELOPMENT SERVICES SPECIAL CONDITIONS

58. Subdivider shall dedicate a waiver of direct access (ingress and egress) rights to Rice Avenue from proposed lots 1 through 6. The dedication and acceptance shall occur on the final map. (DS)

59. Subdivider shall include on the final map the dedication of a non-exclusive sidewalk easement to City that encompasses the sidewalk along Rice Avenue. (DS)

60. Prior to, or concurrent with, recordation of the final map, Subdivider shall execute a Stormwater Acceptance Deed to perpetually accept stormwater runoff from Rice Avenue onto private property. In lieu of this deed, Subdivider may construct and dedicate a separate stormdrain system for dedication to the City. Deed shall include a standard hold harmless clause providing the City within indemnification for any damage caused by directing drainage onto private property. (DS)

61. Future projects within this subdivision are eligible to provide stormwater quality in accordance with the requirements of the July 2000 Municipal Separate Storm Sewer System (MS4) and associated 2002 TGM based on the exception criteria included in the 2010 MS4 permit and associated 2011 Technical Guidance Manual (TGM). (DS)

62. All future projects within this subdivision shall design proposed site improvements to promote significant infiltration as required by the 2002 TGM. (DS)

63. Subdivider shall provide sediment removal from stormwater runoff by constructing sediment basins designed to meet or exceed the standards of Fact Sheet SE-2 Sediment Basin distributed by CASQA on each lot. Alternative means of sediment removal may be approved by the Development Services Manager. (DS)

64. Developer shall widen northbound Rice Avenue to provide three 12-foot wide northbound through lanes, an 8 foot wide northbound bike lane, curb, gutter and a 6 foot wide meandering sidewalk. Improvements shall be modified at the intersection of Sturgis Road to include a 12 foot wide dedicated right turn pocket with the bicycle lane reduced to 6 feet wide. These improvements shall extend from Sturgis Road to the north property line of the railroad right-of-way. Final design is subject to approval of the City Traffic Engineer. The design and construction of the Rice Avenue improvements is not required until such time as a permit or other grant of approval for development of the first of Lots 1 through 6 is proposed. When a permit or other grant of approval for development of the first of Lots 1 through 6 is proposed, the entire Rice Avenue widening shall be completed. If Developer chooses to defer Rice Avenue improvements, Developer shall record a document providing notice to future purchasers of Lots 1 through 6 of this deferred improvement requirement. Developer shall enter into a subdivision improvement agreement and post security in accordance with Subdivision Map Act Section 66462 prior to recordation of the final map whether the improvements are proposed for immediate improvement or are deferred into the future. (TR/DS)

STORMWATER QUALITY CONDITIONS

65. Prior to issuance of a grading permit or commencement of any clearing, grading or excavation, Developer shall provide the City Engineer with a copy of a letter from the California State Water Resources Control Board, Storm Water Permit Unit assigning a permit identification number to the Notice of Intent (NOI) submitted by Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all additional requirements of the General Permit, including preparation of a Stormwater

Pollution Prevention Plan (SWPPP). The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to stormwater and shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit pollutants from the construction site entering the storm drain system. Developer shall keep the SWPPP updated to reflect current site conditions at all times and shall keep a copy of the SWPPP and the NOI on the site and make them available for City or designated representative to review upon request. (DS-86)

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 15th day of March, 2012, by the following vote:

AYES: Commissioners

NOES: Commissioners

ABSENT: Commissioners

Anthony R. Murguia, Chair

ATTEST: _____
Susan L. Martin, Secretary