

DRAFT ENVIRONMENTAL IMPACT REPORT

Sakioka Farms Specific Plan

SCH# 2002071070

Prepared for:
City of Oxnard
Planning Division

Prepared By:



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Environmental Planning and Research

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A. City of Oxnard 2030 General Plan Program Environmental Impact Report (PEIR), including Five Re-circulated Sections, Responses to Comments, and Final PEIR. The PEIR was certified by the Oxnard City Council on February 9, 2010. All documents are available at: <http://www.ci.oxnard.ca.us> [[City of Oxnard 2030 General Plan Program](#)] and at the Oxnard Main Library, 241 South A Street, Oxnard, CA 93030.

B. Draft Groundwater Recovery Enhancement and Treatment (GREAT) Program EIR (SCH 2003011045), Responses to Comments, and Final PEIR available for review at the City of Oxnard Planning Division's Internet site at: <http://www.ci.oxnard.ca.us> [[Development Services/Planning/2030 General Plan EIR](#)] and at the Oxnard Main Library, 241 South A Street, Oxnard, CA 93030.

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I. INTRODUCTION/SUMMARY

A. INTRODUCTION

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

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

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

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

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

Notice of Preparation

Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. The original NOP for the Draft EIR was circulated for a 30-day review period starting on July 12, 2002 and ending on August 11,

2002. Due to revisions to the original project description, a second NOP was circulated on January 25, 2006. Refer to Appendix A to this Draft EIR for copies of the NOPs and written comments submitted to the Oxnard Planning Department in response to the NOPs.

Environmental Issues

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

- Cultural Resources
- Mineral Resources

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

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

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

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

Environmental Review Process

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

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

Organization of the Draft EIR

The Draft EIR is organized into seven sections as follows:

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

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

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

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

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

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

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

B. PROJECT DESCRIPTION

Specific Plan and Land Use Concept

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

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

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

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

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

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

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

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

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

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

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

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

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

C. PROJECT OBJECTIVES

The objectives of the proposed Project are as follows:

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

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

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

D. AREAS OF CONTROVERSY

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

E. ALTERNATIVES

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

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

F. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

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

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Impacts Found to be Less than Significant (see Section IV.A of this Draft EIR)		
<p><i>Historic Resources</i></p> <p>Five cultural resources were identified within a ½ mile radius of the Project site; however none were identified within the Project site. As there are no historic resources on the Project site, the Project would have no impact on historic resources.</p> <p><i>Archaeological Resources</i></p> <p>One archaeological site was identified within a ½ mile radius of the Project site and one isolate located within the Project site. With the exception of this isolate, there are no known prehistoric archeological resources within the Project site. It is likely that any surface and subsurface archeological remains that might have once occurred on the Project site would have long since been eliminated by past agricultural activities. However, there is a remote possibility that archeological resources still exist below the surface, and that these remains could be encountered during site preparation. Mitigation Measure A-1 is recommended to ensure that any potential impact to a previously unknown archaeological resource is reduced to a less than significant level.</p> <p><i>Paleontological Resources</i></p> <p>No vertebrate fossil localities are located within the Project boundaries, and there are not any localities nearby from the</p>	<p>The following mitigation measure is recommended to address the proposed Project's potential impacts to previously unknown archaeological resources, paleontological resources, and human remains:</p> <p>A-1 The Project developer shall contract with a qualified archaeologist to monitor all initial grading and excavation. In the event that any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the Project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.</p> <p>A-2 The Project developer shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities in excess of three feet on the Project site.</p>	<p>Less than significant impact.</p>

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

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

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Project site. The proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site because the Project site is not designated as a locally recognized area containing notable mineral deposits. Therefore, no impact would occur.		
Land Use and Planning (see Section IV.B of this Draft EIR)		
The proposed Project would not physically divide an established community because no established residential community exists at the Project site or in the Project vicinity. With the adoption of the requested specific plan, which would support the goals of the City of Oxnard 2020 General Plan and the stated purpose of Oxnard City Ordinance, impacts related to land use consistency would be less than significant. The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan because no habitat conservation plan or natural community plan currently exist that govern any portion of the Project site. Therefore, no impact would occur.	B – 1 If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA-required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices.	Less than significant impact.
Agricultural Resources (see Section IV.C of this Draft EIR)		
The proposed Project is classified as farmland of statewide	The following mitigation measure reduces the impact	The mitigation measures in this section would allow

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>importance. Because the total Land Evaluation and Site Assessment (LESA) score is between 60 and 79 points and both the LE and SA subscores are greater than 20, the proposed conversion of the existing agricultural land would be considered significant under the California LESA system scoring thresholds.</p> <p>The site has a corresponding BRP (Business & Research Park and M-1) zone classification. Therefore, the City has already planned for the eventual conversion of the site from agriculture to urban uses and the Project would not conflict with any existing zoning designations for agricultural resources. The Project site is also not subject to a Williamson Act contract. Therefore, no impact would occur.</p> <p>The Project's light industrial uses would be located immediately west of agricultural land that is located within the unincorporated area of the County. The new uses are not considered to be sensitive to agricultural operations and would be similar to the similar uses to the south, and northeast of the Project site that also border agricultural operations. Therefore, no substantial conflicts between the proposed uses and agricultural uses are expected.</p>	<p>associated with the loss of the land from agricultural production.</p> <p>C-1 The project developer shall offer, at cost, the top 12 inches of the Prime Farmland soils (at 100 acres) for relocation to a farm site or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements.</p> <p>The following mitigation measure reduces the potential for employees or visitors to vandalize, pilferage, or trespass on adjacent agricultural property.</p> <p>C-2 The project developer shall install a fence or wall with a minimum height of eight (8) feet along the eastern perimeter of the project site that abuts the unincorporated portion of Ventura County. Fencing may be required between developed phases of the Project and continuing agricultural operations on the remaining Project site based on subsequent entitlement actions.</p>	<p>that no Prime Farmland soils are lost as a result of the Project and that employees and/or visitors of the Project site would have minimal opportunity to vandalize, pilferage, or trespass on the agricultural property to the east.</p> <p>The cumulative permanent conversion of 500 acres to non-agricultural uses is an unavoidable significant impact even with the implementation of the recommended mitigation measures.</p>
Aesthetics (see Section IV.D of this Draft EIR)		
<p>Scenic Vistas</p> <p>The Project site does not represent a scenic vista and</p>	<p>No mitigation measures are required.</p>	<p>Less than significant impact.</p>

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

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

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

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

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>The proposed Project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community because the onsite riparian vegetation is not of a sufficient quality to support sensitive riparian wildlife. However, Mitigation Measure E-4 is recommended to reduce any potential impact to riparian habitat to a less than significant level.</p> <p>The irrigation ditches present at the Project site could potentially be regulated by the Corps as waters of the U.S., waters of the State by RWQCB, and streambeds by CDFG and, if so, their infill may constitute a significant impact. However, with the implementation of mitigation measure E-2 requiring a formal delineation to be conducted and verified by the Corps, impacts to federally protected wetlands would be less than significant.</p> <p>The Project site itself is not considered to act as a movement or migratory corridor or native nursery for wildlife species due to its agricultural nature and proximity to the Ventura Freeway. The eucalyptus trees along the northern edge of the</p>	<p>qualified ecologist/biologist shall be present to monitor the removal activities to ensure that no active nests will be impacted, If nests are found, a 100-foot buffer radius (200-foot for raptors) must be established until the young have fledged. This measure does not apply to agricultural row crops.</p> <p>E-2 Prior to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the Corps for verification a “Preliminary Delineation Report for Waters of the U.S.” and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However, if the Corps considers the feature to be jurisdictional through a “significant nexus” test per recent Corps and EPA guidance,² then a Clean Water Act Section 404 permit shall be</p>	

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

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Project site have the potential to provide temporary habitat for migrating monarch butterflies. Mitigation Measure E-5 requires avoidance of construction activities during the temporary aggregation period, which would reduce this potential impact to a less-than-significant level. Therefore, implementation of the proposed Project would result in a less-than-significant impact to any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site.</p> <p>The Project is consistent with the local policies and ordinances protecting biological resources in the City. Therefore, no impact would occur.</p> <p>The Project site is not subject to any conservation plan or natural community conservation plan. Therefore, the Project would not be in conflict with the provisions of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur.</p>	<p>obtained from the Corps, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated “streambed”, then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.</p> <p>E-3 In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to the initiation of any ground disturbing activities associated with the proposed development subsequent to adoption of the Project (i.e. Specific Plan:</p> <p>Clean Water Act Section 404 Permit from the Corps,</p> <p>Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG;</p> <p>Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB</p>	

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>If the irrigation ditches are determined as jurisdictional by the Corps, it will be necessary to insure adequate compensation for adverse impacts to jurisdictional features from Project development. If applicable, a Mitigation Plan shall be prepared by a qualified biologist. The Mitigation Plan shall describe and justifying the (1) formal delineation; (2) proposed methods including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, Corps, CDFG, and RWQCB prior to initiation of construction activities.</p> <p>E-4 If required to compensate for riparian loss by the Corps, the Project applicant will place under conservation easement in a manner acceptable to the Corps and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a 1:1 ratio (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the</p>	

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>habitat that is to be removed as a result of the Project. Or, the Project applicant will purchase the requisite number of credits from a nearby qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the proposed Project or as approved by the Corps or agency of jurisdiction.</p> <p>E-5 Prior to construction of the Planning Area 1, located adjacent to the Ventura Freeway, a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity surrounding the proposed construction area. If temporary aggregation activity is observed within this area, construction shall be halted until after the temporary aggregation season (September – December) or until the monarchs have left the vicinity.</p>	
Geology and Soils (see Section IV.F of this Draft EIR)		
<p>Soil Erosion</p> <p>Impacts related to erosion or loss of due to construction of the proposed Project would be less than significant with implementation of the required building and grading permit</p>	<p>F-1 Conduct Geotechnical Investigations and Adhere to Recommendations: Detailed design-level geotechnical investigations shall be performed by qualified licensed professionals for each individual proposed project/phase of the Sakioka Farms Business Park Specific Plan</p>	<p>Less than significant impact.</p>

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>requirements and the SWPPP erosion control measures.</p> <p>Unstable Slopes</p> <p>Any temporary unstable slopes created by construction would be stabilized by appropriate temporary measures during construction, in compliance with current building codes and OSHA standards, thereby reducing the potential impact to a less than significant level.</p> <p>Fault Rupture</p> <p>The proposed Project site is not crossed by any Alquist-Priolo zoned faults; however, the projected traces of two segments, the Springville and Camarillo segments, of the east-west trending Simi-Santa Rosa fault cross the southern portion of the project site. Implementation of mitigation to verify the presence of these faults and avoid them if present as specified by the Alquist-Priolo Earthquake Fault Zoning Act would reduce impacts related to rupture of a known earthquake fault to a less than significant level.</p> <p>Seismic Groundshaking</p> <p>Moderate to strong groundshaking should be expected in the event of an earthquake on the faults in the project area and from other major faults in the region, with an estimated PGA of 0.61 g for the Project site. However, proper design</p>	<p>project. These geotechnical investigations shall include, but not be limited to:</p> <ul style="list-style-type: none"> • identification of unsuitable soils including expansive, corrosive, and collapsible soils, • identification presence and extent of liquefiable soils, • calculation of site-specific seismic design criteria, • a fault evaluation study to location confirm the presence or absence of the Springville and Camarillo segments of the Simi-Santa Rosa fault across the southern half of the Proposed Project site. <p>Recommendations shall be provided in these reports for design of project structures and facilities and for mitigation of any unsuitable conditions encountered. These reports shall be provided to the City and other reviewing agencies for review. These recommendations shall be implemented, as deemed appropriate by the City and the Applicant's engineering design consultant.</p>	

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

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
significant level.		
Hazards and Hazardous Materials (see Section IV.G of this Draft EIR)		
<p><u>Construction Impacts</u></p> <p><i>Hazardous Materials/Hazardous Waste</i></p> <p>In 2002, several areas within the boundaries of the Project site were noted to contain various materials that have been identified as a source for creating a potential recognized environmental condition. These areas consist of existing ASTs, several 55-gallon drums, unsealed 5-gallon buckets (observed to contain waste oil), pesticide mixing areas, stained soils, and miscellaneous debris.</p> <p>During construction demolition activities, accidental release or upset of the contents of many of the above mentioned storage containers would cause a significant impact.</p> <p>Due to Ventura Freeway volumes of vehicles over approximately 50 years, there is the potential that lead contamination exists within exposed soils on the northern boundary of the subject site, which could potentially be released into the air during construction activities.</p> <p>Due to the fact that the majority of the Project site has been used for agricultural purposes for several decades, a combination of several commonly used pesticides which are</p>	<p>Construction Impacts</p> <p>G-1 All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed offsite consistent with the phased development described within the Specific Plan, and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be preformed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.</p> <p>G-2 A visual inspection of all storage structures shall be preformed prior to demolition activities. In the event that hazardous materials are encountered, the materials be tested and properly disposed of pursuant to State and Federal regulations.</p> <p>G-3 Due to visible evidence of dark surface soil staining of oil/petroleum products located within</p>	Less than significant impact.

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>now banned may have been used throughout the Project site.</p> <p><i>Oil/Gas Wells</i></p> <p>Six oil/gas wells are located within the boundaries of the Project site. In addition to recommendations provided by Padre & Associates, it is recommended that the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures be followed and formal verification of closure be received by DOGGR. With implementation of these recommendations, impacts associated with oil/gas wells present on the Project site would be less than significant.</p> <p><i>Polychlorinated Biphenyls (PCBs)</i></p> <p>Power lines and transformers were noted within the western portion of the Project site. No evidence of leakage or staining was noted. RBF Consulting does not consider the transformers to be recognized environmental condition in connection with the Project site and therefore a less than significant impact would occur.</p> <p><i>Asbestos-Containing Materials (ACMs)</i></p> <p>Asbestos-containing materials are building materials containing more than one percent asbestos. Although some structures are located within the boundaries of the Project site, the structures are of wood frame construction with no</p>	<p>Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be preformed to identify the extent of contamination and appropriate remedial measures shall be taken.</p> <p>G-4 Areas of exposed soil five feet from the expanded Caltrans Right-of-Way along the Ventura Freeway after completion of the Rice Avenue/101 Freeway interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled and tested for lead. In the unlikely event that lead materials are encountered, the materials shall be disposed of pursuant to State and Federal regulations.</p> <p>G-5 Soil sampling shall occur throughout the Project site concurrent with phased development, including the pesticide mixing areas within Areas 1 and 3. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.</p> <p>G-6 Padre & Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be</p>	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>insulation, tile flooring, or friable materials. Therefore, the potential for ACMs to be found onsite is considered unlikely and impacts would be less than significant.</p> <p><i>Lead-Based Paint (LBP)</i></p> <p>Based upon the year the existing structures present on the Project site were likely built, the potential for lead-based paints to be found onsite are likely. With proper demolition of onsite structures, impacts caused by exposure to lead-paint would be less than significant.</p> <p><u>Operational Impacts</u></p> <p><i>Hazardous Materials</i></p> <p>The proposed Project does not include elements or aspects that will create or otherwise emit any health hazard or potential health hazard, would not involve the routine transport, use or disposal of hazardous material, and would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. Therefore, impacts concerning the operation of the proposed Project would be less than significant.</p> <p><i>Aircraft Hazards</i></p> <p>The Project site is located within the planning area and protection zones for Camarillo Airport. The eastern-most</p>	<p>reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre & Associates, the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures shall be followed and formal verification of closure be received by DOGGR.</p> <p>G-7 A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.</p>	

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

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

Table I-1
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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>positive drainage. Flows from the site would not exceed current runoff amounts and therefore, would not increase offsite flows and erosion potential. No streams or other natural water courses exist onsite. Therefore, the proposed Project would have a less than significant impact with regard to drainage patterns.</p> <p><i>Flooding</i></p> <p>The proposed Project would result in a substantial increase in impervious surfaces on the Project site. While this would increase the potential for runoff from the Project site, thus increasing potential for offsite flooding, the construction of detention basins would reduce flows from the Project site to not exceed existing levels. In addition, the drainage improvements included in the proposed Project would expand and improve existing drainage features increasing their capacity and effectiveness. Therefore, the proposed Project impacts with regards to flooding would be less than significant.</p> <p><i>Failure of a Levee or Dam</i></p> <p>Although the Project site is within the Dam Inundation Zone the potential for dam failure is considered extremely low. Impacts related to dam or levee failure are considered less than significant.</p>		

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p><i>Seiche or Tsunami</i></p> <p>Oxnard's projected tsunami impact area extends inland from the shoreline approximately one mile. The Project site is located approximately six miles from the coast and is not located near a body of water. Therefore, the potential for the Project site to be affected by a seiche or tsunami is remote and impacts are less than significant.</p>		
Transportation/Traffic (see Section IV.I of this Draft EIR)		
<p><i>Project Traffic Generation</i></p> <p>The Project trip generation is a net-trips total of 8,370 AM peak hour trips (6,705 inbound and 1,665 outbound), 8,738 PM peak hour trips (2,220 inbound and 6,518 outbound), and 70,750 daily trips.</p> <p><i>Freeway and Roadway Capacity</i></p> <p>The existing plus full build out traffic to the Ventura Freeway would create a significant impact to the highway in both northbound and southbound directions. The addition of fourth travel lane at both locations would be needed to mitigate the Project's impact on the Ventura Freeway.</p> <p><i>Change in Air Traffic Patterns</i></p> <p>The Project does not include any aviation-related uses and</p>	<p>Phase 1 (2010)</p> <p>I-1 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p> <p>I-2 Rose Avenue & Camino Del Sol: The Project developer shall implement improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.</p> <p>I-3 Rice Avenue & Fifth Street: The Project developer shall implement improvements to the Rice Avenue & Fifth Street intersection that adds</p>	<p>With the implementation of mitigation measures I-1 through I-33, the impacts of the proposed Project to the study are would be reduced to a less than significant level.</p> <p>It should be noted that the addition of fourth northbound and southbound travel lanes along the Ventura Freeway would be needed to provide acceptable levels of service on the nearby highway segments. The addition of these fourth lanes would require multiple land acquisitions and approval from other governmental agencies, which are beyond the authority of the City of Oxnard. However, with the implementation of mitigation measure I-34 the proposed Project's impact to the Ventura Freeway would be less than significant.</p>

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>would have no airport impact. It would also not require any modification of flight paths for Camarillo Airport or Oxnard Airport. Therefore, no impact would occur.</p> <p><i>Project Site Access and Internal Circulation</i></p> <p>All roadways would be designed to meet or exceed the standards of the City of Oxnard Public Works Department and the vehicles traveling to and from the site would not cause any conflicts with the properties to the south, east, and west of the site. Therefore, the Project would not increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.</p> <p>Emergency vehicles would also have access to the Project site via any of the proposed access points and the roadways would meet the minimum standards required by the City of Oxnard Fire Department. Therefore, the Project would not result in inadequate emergency access.</p> <p><i>Parking</i></p> <p>The City requires that number of parking spaces meet or exceed City standards for the new or modified buildings. Therefore, the Project would comply with City parking requirements and any parking-related impacts would be less than significant.</p>	<p>a third southbound thru lane by removing the existing southbound right turn lane.</p> <p>I-4 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall provide signalization.</p> <p>I-5 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay a fair share cost toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p> <p><i>Phase 2 (2015)</i></p> <p>I-6 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p> <p>I-7 Oxnard Boulevard & Gonzales Road: The Project developer shall support improvements to the Oxnard Boulevard & Gonzales Road intersection that adds a third eastbound thru lane.</p>	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p><i>Alternative Transportation</i></p> <p>Bicycle lanes would be located within the public right-of-way for Gonzales Road consistent with the City of Oxnard Bicycle Facilities Master Plan. Also, a Transportation Demand Management (TDM) plan would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan. Therefore, the Project would be consistent with adopted policies, plans, or programs supporting alternative transportation.</p>	<p>I-8 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.</p> <p>I-9 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.</p> <p>I-10 Rice Avenue & Fifth Street: The Project developer shall pay a fair share cost toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.</p> <p>I-11 Rice Avenue & Channel Islands Boulevard: The Project developer shall implement improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane.</p> <p>I-12 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall implement improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a</p>	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate westbound left turn lane.</p> <p>I-13 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall implement improvements to the Del Norte Boulevard & Ventura Freeway SB Ramps intersection that adds a second northbound thru lane, adds a separate northbound free-right turn lane, adds a second southbound thru lane, adds a separate southbound left turn lane, and adds a separate eastbound left turn lane.</p> <p>I-14 Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay a fair share cost toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.</p> <p>Phase 3 (2020)</p> <p>I-15 Oxnard Boulevard & Vineyard Avenue: The Project developer shall implement improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.</p>	

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>I-16 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.</p> <p>I-17 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.</p> <p>I-18 Rice Avenue & Fifth Street: The Project developer shall pay a fair share cost toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.</p> <p>I-19 Rice Avenue & Wooley Road: The Project developer shall implement improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.</p> <p>I-20 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.</p>	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>I-21 Rose Avenue & Camino Del Sol: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.</p> <p>I-22 Del Norte Boulevard & Fifth Street: The Project developer shall pay a fair share cost toward implementing improvements to the Del Norte Boulevard & Fifth Street intersection that adds a second westbound thru lane.</p> <p>Phase 4 (2025)</p> <p>I-23 Ventura Road & Gonzales Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.</p> <p>I-24 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru</p>	

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

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>northbound and southbound right turn lanes.</p> <p>I-29 Rice Avenue & Camino Del Sol: The Project developer shall pay a fair share cost toward implementing improvements to the Rice Avenue & Camino Del Sol intersection that adds a second eastbound left turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.</p> <p>I-30 Rose Avenue & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.</p> <p>I-31 Rose Avenue & Pleasant Valley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Pleasant Valley Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing existing northbound and southbound right turn lanes.</p> <p>I-32 SR-1/Rice NB & & Pleasant Valley Road: The Project developer shall pay a fair share cost toward implementing improvements to the SR-1/Rice NB & & Pleasant Valley Road intersection that adds a westbound right turn lane.</p>	

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

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p><i>Ventura Freeway</i></p> <p>I-34 Camarillo, JCT. RTE. 34, Lewis Road Interchange: The Project developer shall pay a fair share cost toward implementing improvements which add a fourth travel lane in both northbound and southbound to mitigate the Projects impact on the Ventura Freeway.</p>	
Air Quality (see Section IV.J of this Draft EIR)		
<p><i>Consistency with the 2007 AQMP</i></p> <p>As no residential uses are proposed, the Project would not cause the City's population to exceed SCAG and, therefore, 2007 AQMP, population projections. As such, the proposed Project would not conflict with the 1997 AQMP Revision and, as such, would not jeopardize attainment of State and national ambient air quality standards in Ventura County. This would be a less-than-significant impact regarding a conflict with or obstruction of implementation of the applicable air quality plan.</p> <p><i>Construction Period Emissions</i></p> <p>Mitigation Measure J-1 includes appropriate dust control measures recommended by the VCAPCD. According to the</p>	<p>J-1 The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following:</p> <ul style="list-style-type: none"> Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations. Pre-grading/excavation activities shall 	<p>Construction-related and operational impacts would be reduced to less than significant impact.</p> <p>Cumulative impacts are significant for greenhouse gases and Basin non-attainment.</p>

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>South Coast Air Quality Management District's <i>CEQA Air Quality Handbook</i>, these types of measures would reduce by at least 50 percent the amount of fugitive dust generated by excavation and construction activities. Mitigation Measure J-2 would reduce the emissions generated by heavy-duty diesel-powered construction equipment operating at the project site. Therefore, construction-related air quality impacts would be reduced to a less than significant level. Mitigation Measure J-2 would also reduce the amount of GHG emissions that are generated by construction equipment and activities.</p> <p><i>Operational Emissions – Daily Emissions of ROC and NO_x</i></p> <p>The proposed Project would generate a net increase in average daily emissions that exceeds the thresholds of significance recommended by the Ventura County Air Pollution Control District.</p> <p><i>Operational Emissions – Localized CO Concentrations</i></p> <p>future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and State standards for localized CO concentrations are 9.0 ppm). Therefore, implementation of the proposed</p>	<p>include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.</p> <ul style="list-style-type: none"> • All trucks shall be required to cover their loads as required by California Vehicle Code §23114. • All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary. • Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite. • Graded and/or excavated inactive areas of the construction site shall be monitored by a 	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Project would not expose any sensitive receptors located in close proximity to these intersections to substantial pollutant concentrations. This would be a less-than-significant impact regarding the exposure sensitive receptors to substantial pollutant concentrations.</p> <p><i>Operational Emissions – Greenhouse Gas Emissions</i></p> <p>Based on the results of the URBEMIS 2007 model, the operational emissions associated with the proposed Project could result in the generation of approximately 103,204 tons of CO₂ annually (see Appendix I) assuming that the proposed Project creates all new drivers and vehicle trips.</p> <p>The Project would be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the City, as Lead Agency, finds that the impact of the Project would be less than significant with regard to greenhouse gas emissions.</p>	<p>City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.</p> <ul style="list-style-type: none"> • Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less. • During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD is determining when winds are 	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>excessive.</p> <ul style="list-style-type: none"> • Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. • Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations. <p>J-2 The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:</p> <ul style="list-style-type: none"> • Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications. 	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Limit truck and equipment idling time to five minutes or less. • Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October). • Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible. <p>The following measures are recommended to reduce the potential emissions associated with operational activities to the maximum extent feasible:</p> <p>J-3 The Project developer shall include in construction and building management contracts the following requirements or measures shown to be equally effective:</p> <ul style="list-style-type: none"> • All structures developed with the Project shall achieve a Tier 1 “green building” designation within the meaning of the California Green Building Code, Chapter 5, Section 503 by exceeding the 2007 California Energy Code requirements by 15 percent. 	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Use solar or low-emission water heaters in new buildings. • Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment). • Provide bus stops pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer. <p>J-4 A Project-wide Transportation Demand Management (TDM) program shall be prepared by a qualified consultant for review by the</p>	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Development Services Director within one year of the adoption of the Project. The TDM program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context. The TDM shall, to the maximum extent feasible, be coordinated and consistent with Gold Coast Transit service planning, development and/or final adoption of a regional and/or Oxnard Sustainable Communities Strategy (under SB 375), and TDMs or similar efforts of surrounding businesses and organized business and commercial organizations, including but not limited to, the Camino Real Business Park; Proctor and Gamble; Riverpark (The Collections); The Esplanade; The Village; Oxnard Auto Center Dealers Associations; and the McGinnes Ranch, Northgate, and Seagate business parks. The TDM shall include an estimate of Project vehicular trips; a target reduction; a strategy and timeline to achieve the target; and one or more means of an independent sustainable funding program to administer, monitor, and routinely update the TDM program. At the discretion of the City Traffic Engineer based on applicable professional practice, documented and sustained TDM-attributable trip reductions shall be incorporated</p>	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>into future Project-related traffic studies and/or analyses for purposes of calculating traffic fees and/or modifying traffic-related mitigations.</p> <p>J-5 The Specific Plan shall include a requirement that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed to support the installation of solar panel and/or similar equipment that generates electricity from sunlight and/or wind. The owner/tenant of the building may elect to install such equipment to service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission, if requested by the City and economically feasible.</p> <p>Many of the measures that the VCAPCD currently recommends to reduce the significant operational impacts of proposed Project are features of the proposed Project. The only remaining measure recommended by the VCAPCD that would reduce the operational impacts of the proposed Project to less-than-significant levels is the contribution to a City-managed transportation demand management (TDM) fund. This fund is used by the City to implement trip reduction programs throughout the City.</p> <p>J-6 The Project developer shall contribute an</p>	

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

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

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

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

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>or travel upon public rights-of-way or would interfere with an emergency response or evacuation plan.</p> <p><i>Police</i></p> <p>The Oxnard Police Department (OPD) has stated that wait times for non-emergency calls would increase while it would strive to maintain responses to emergency calls in five minutes or less. Oxnard has anticipated the need for additional officers in its OPD Five Year Staffing Plan and plans to add between 49 and 102 officers through June 2009. While current staffing ratios fall below the desired target, the increase in officers would allow the desired target to be met. In addition, response times would decrease with additional officers on patrol. Since Oxnard has planned for population and development increases with additional staffing, the Project's future impacts to police service would be less than significant.</p> <p><i>Schools</i></p> <p>Although the addition of new students may cause a school to reach or exceed its design capacity, overcrowding by and of itself is a social problem and does not constitute an environmental impact. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. Therefore, with payment of impact fees, impacts</p>	<p><i>Schools</i></p> <p>M.3-1 The subsequent developer(s) under the specific plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required.</p>	

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

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>However, with the inclusion of a 3 acre (5 acre under the Housing alternative) neighborhood park and payment of Quimby fees, potential impacts to parks as a result of proposed Project would be reduced to a less than significant level.</p> <p><i>Library</i></p> <p>The Project without residential uses would not create a demand on library services. Therefore, impacts to library services under this development scenario would be less than significant.</p> <p>The impacts of the Project with residential uses would be considered potentially significant. Payment of the Growth Development Fee would be put toward building the new recommended facility to reduce the potentially significant impact to less than significant levels.</p>		
Utilities (see Section IV.N of this Draft EIR)		
<p><i>Water</i></p> <p>The proposed Project water consumption would be up to 1,030 AFY with residential uses or 1,025 AFY without residential uses. With potential demand reduced with</p>	<p>N-1 The on-site domestic water system shall include the following:</p> <ul style="list-style-type: none"> • A public pipeline systems which feed into separate water meters for each ownership. In 	<p>Less than significant impact.</p>

Table I-1
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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>recycled water and transferred allocation supply, the net demand would be 329 AFY with residential uses or 330 AFY without residential.</p> <p>In addition, development of the Sakioka Farms Business Park Specific Plan is part of the overall planned water demand increase for Oxnard. The projected water demand for Oxnard in 2030 with complete buildout of Sakioka Farms, as well as other future projects, and ambient growth is approximately 40,980 AFY (an increase of 13,965 or 33% above existing demand (2007)). Thus, the project's 1,030 AFY represents 2.5 % of the projected demand and 7.4% of the projected increase from 2007 to 2030</p>	<p>addition, there shall be separate water meters for each multi-family unit townhouses, but not apartment units. The high-rise residential towers may be master-metered.</p> <ul style="list-style-type: none"> • A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system. • All domestic water pipelines shall adhere to Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines. • The developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees." • Developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, whether such allocation is associated with the conversion of agricultural to urban uses, or otherwise. • Developer shall provide to the City addition water rights, water supplies, or water offsets 	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>in the form of recycled water facilities, conservation retrofits, financial contributions towards City programs which generate in-City water conservation, or participation in other similar programs with cumulatively result in a total water supply contribution, taken together with other water rights or FCGMA allocation provided to the City, which offset the entire estimated water demand associated with the Project.</p> <p>N-2 The developer shall provide a recycled water system that serves all practical irrigated areas and which is: (1) separated from the domestic water system, (2) constructed per the City's Recycled Water Construction Standards (being developed), (3) irrigated at night, and (4) properly signed once the system is fully operational.</p> <ul style="list-style-type: none"> • The portion of the irrigation intended for the future recycled water system shall be separately metered from that portion of the system that will not be connected to the future recycled water system, if any. • Until the recycled water system is operational, the common area irrigation system shall be connected to the domestic 	

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Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>system. Once recycled water is available, and connection to the recycled water system is made, the developer shall remove the connection to the domestic water system. No domestic water back-up is needed, since the City will provide such back-up including an appropriate air gap facility as part of the City's system.</p> <ul style="list-style-type: none"> • Prior to the availability of recycled water, the developer shall be responsible for payment of the Recycled Water Connection Fee or the water connection fee, whichever is greater for facilities constructed. • At such time as recycled water is available, the developer shall be responsible for all costs involved with the re-connection of the applicable portions of the irrigation system to the public recycled water system, including appropriate signage. Credits for connection fees shall be given by the City based on the size of the meter(s). Under no circumstance will there be a refund of water connection fees already paid. • The developer shall be responsible for appropriate Sakioka Farms Specific Plan 	

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Covenants, Conditions and Restrictions (CC&Rs) covering the use of recycled water and for proper disclosures.</p> <ul style="list-style-type: none"> • Prior to submittal of subdivision improvement plans, the developer shall review with the City the potential for dual plumbing, whereby toilet facilities would be served by the recycled water system. No determination has yet been made regarding whether the City will desire to proceed with this plan. However, should the City decide that it is desired, all costs associated with the dual plumbing shall be borne by the developer. <p>N-3 The developer shall incorporate exterior water conservation features, as recommended by the State Department of Water Resources, into the Project. These shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Landscaping of common areas with low water-using plants, • Minimizing the use of turf by limiting it to lawn dependent uses, and 	

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Wherever turf is used, installing warm season grasses. <p>N-4 The developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.</p> <p>N-5 The developer shall predominantly use vegetation that requires minimal irrigation (i.e., drought tolerant plant species) in all site landscaping where feasible for new plantings.</p> <p>N-6 The future water system shall be designed in a loop configuration with connections to the existing 16-inch water line on Del Norte Boulevard.</p> <p>N-7 The use of a 14-inch line would be feasible and should only be connected to mainlines of 14-inches or larger.</p> <p>N-8 Rice Avenue is planned to become a state highway; therefore, no new utilities shall be installed along this roadway.</p> <p>N-9 The Project developer shall ensure that the landscape irrigation system be designed, installed,</p>	

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.</p> <p>N-10 The Project developer shall install a “smart sprinkler” system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.</p> <p>N-11 The project developer shall install low-flush water toilets in all new construction at the project site. Low-flow faucet aerators shall be installed on all new sink faucets.</p> <p>N-12 In order to negate the Project’s projected annual water supply deficit of 330 acre feet and achieve the water neutral policy established by the City Council, the Developer shall participate in the financing of an approximately 4.5 mile recycled water supply branch pipeline commencing at the intersection of Ventura Road and Fifth Street, going east along Fifth Street to Oxnard Boulevard, north on Oxnard Boulevard to Camino del Sol, east on Camino del Sol to Rose Avenue, and north</p>	

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

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

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

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

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

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

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

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
which establishes energy conservation standards for new construction. Therefore, there would be a less than significant impact on electrical supply systems.		

II. ENVIRONMENTAL SETTING

OVERVIEW OF THE ENVIRONMENTAL SETTING

This section provides a brief overview of the regional and local setting affecting the project site. Additional descriptions of the environmental setting as it relates to each of the environmental issues analyzed in this Draft EIR are included in the environmental setting discussions contained within Sections IV.A through IV.N. A primary source of this information is the *2006 Oxnard General Plan Update Background Report*. A list of related projects, which is used as the basis for the discussion of cumulative impacts in Section IV (Environmental Impact Analysis), is also provided below.

Project Location

The project site is located within the City of Oxnard (City) in Ventura County. As shown in Figure II-1, the City of Oxnard is located in western Ventura County, along the U.S. Highway 101 (Ventura Freeway) corridor. The City is surrounded by unincorporated agricultural lands of the Oxnard Plain, the City of Port Hueneme, and the Pacific Ocean. The City of Camarillo is located to the east and the City of San Buenaventura (Ventura) is located to the north. Regional access is provided to the City by the Ventura Freeway, State Route 1 (Pacific Coast Highway/Oxnard Boulevard), and State Route 118.

The project site is located in the northeastern area of the City immediately south of the Ventura Freeway and immediately east of Rice Avenue as illustrated in Figure II-2. The eastern part of the site is bisected by Del Norte Boulevard. While the north portion of the eastern property line of the project site is adjacent to another parcel in the City (the Camino Real Business Park Specific Plan site), the majority of the eastern boundary corresponds to the eastern boundary of the City limits, Sphere of Influence, and the western boundary of the Oxnard-Camarillo Greenbelt. The Sphere of Influence line establishes the ultimate boundary of the City. The Greenbelt designation was agreed upon by the cities of Oxnard and Camarillo, County of Ventura, and the Ventura County Local Agency Formation Commission (LAFCO), and establishes a permanent open space area between the cities of Oxnard and Camarillo in order to preserve open spaces and agriculture uses, provide a special separation between the cities, and preserve individual community identity.

The project site is also located within the 1,386-acre Northeast Industrial Area (NIA) of Oxnard. The NIA was adopted by the City in 1984, and designated all of the land in the project area to Light Industrial and Limited Manufacturing uses, changed the zoning for the affected parcels to be consistent with the NIA, annexed approximately 726 acres to the City, and formed the NIA assessment district to provide infrastructure improvements to service the project area. The NIA project was approved with the following objectives:¹

¹ *City of Oxnard, Final Environmental Impact Report 83-2: Northeast Industrial Area, February 1984, pp. 1-6 and 1-7; City Council Resolutions 8654, 8655.*



Source: ESRI Streetmap, County of Ventura and Christopher A. Joseph & Associates; June 2008.



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Figure II-1
Regional Location Map



Source: ESRI/Streetmap; County of Ventura and Christopher A. Joseph & Associates; June 2008.



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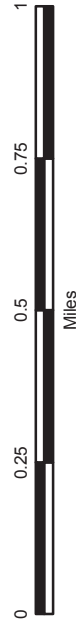


Figure II-2
Project Location Map

Increase the availability of improved industrial land within the City of Oxnard.

- Institute a funding mechanism to provide “backbone” services and utilities commensurate with the level of development proposed.
- Provide additional employment opportunities for the residents of Oxnard and surrounding communities.
- Promote development of an aesthetically pleasing industrial area, compatible with the policies and regulations of the City of Oxnard.
- Promote a development that is fiscally balanced and, if possible, serves as a future revenue source to the City.

Description of the Project Site and Existing Land Uses

The project site consists of four parcels totaling 424.6 acres of land. The four Sakioka Farms-owned parcels (216-003-007/-010/-014/-015) total 422.56 acres in the City’s GIS system, but does not include the publically-owned Del Norte Boulevard and Camino Street ROWs of approximately 8 acres for a combined total of approximately 430 acres. The draft Specific Plan uses +/- 430 acres. This Draft EIR four-parcel total of 424.6 acres is 0.5% less than the City’s database and is not considered a significant difference. As actual development will only occur on the four Sakioka Farms parcels, the 424.6 acre total is used for purposes of the draft EIR and its impact analyses.

The entire project site is currently active agricultural land used to grow strawberries, celery, cabbage, lettuce, and peppers. Irrigation water for the agricultural operations is supplied mostly by on-site wells and a portion is provided by the United Water Conservation District.

The City of Oxnard roadway system serving the project site includes Rice Avenue and Del Norte Boulevard. Adjacent to the project site, Rice Avenue is a north-south six-lane city street with limited access serving light industrial areas. Rice Avenue is also part of the National Highway System and is a Port of Hueneme access route and truck route. This roadway is also designated by the City as a scenic highway and City Image Corridor. Based on a memorandum of Understanding between the City of Oxnard and the California Department of Transportation (Caltrans), Rice Avenue will, in the future be under the control of Caltrans and under its regulations. Del Norte Boulevard is also oriented north-south and provides access to U.S. Highway 101 from the Northeast Industrial Area, providing four lanes and functions as a secondary arterial. Del Norte Boulevard is designated by the City as a truck route and scenic highway.

Refer to Figure II-3 through Figure II-6 for existing views of the project site.



View 1: Looking east from the northwest corner of the Project site towards the existing agricultural uses.



View 2: Looking south from the northwest corner of the Project site towards the existing agricultural uses and the industrial uses to the south.



View 3: Looking southeast from Rice Avenue towards the existing agricultural uses at the Project site. The Procter & Gamble Paper Products Plant is located to the south and is largely screened from view by mature trees.




← # Photo Location
 0 500 1000
 Feet

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.



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Figure II-3
 Views of the Project Site
 Views 1-3



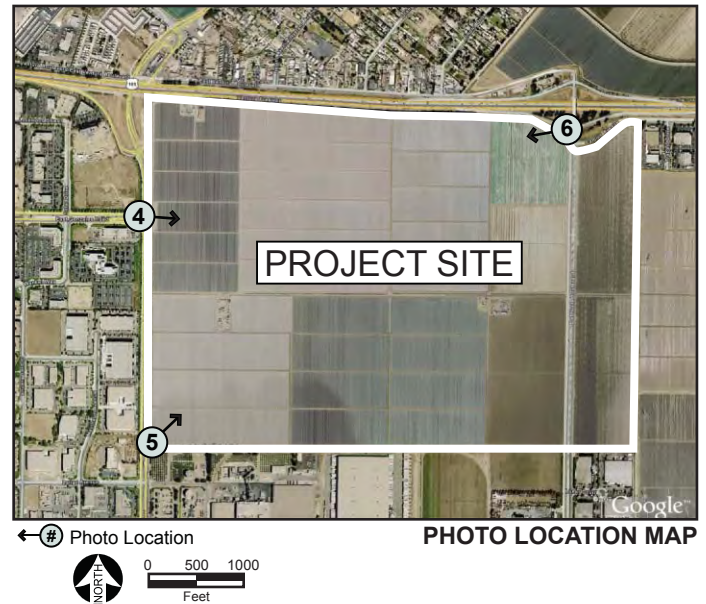
View 4: Looking southeast from Rice Avenue towards the existing agricultural uses at the Project site.



View 5: Looking northeast from Rice Avenue towards the existing agricultural uses at the Project site.



View 6: Looking southwest from Del Norte Boulevard towards the existing agricultural uses at the Project site.



Source: Christopher A. Joseph & Associates, 2008.



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Figure II-4
Views of the Project Site
Views 4-6



View 7: Looking southeast from Del Norte Boulevard towards the existing agricultural uses at the Project site.



View 8: Looking south from Camino Avenue towards the existing agricultural uses at the Project site.



View 9: Looking southwest from Camino Avenue towards the existing agricultural uses at the Project site.




← # Photo Location

 0 500 1000
 Feet

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2008.



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Figure II-5
 Views of the Project Site
 Views 7-9



View 10: Looking northwest from Del Norte Boulevard towards the existing agricultural uses at the Project site.



View 11: Looking northeast from Del Norte Boulevard towards the existing agricultural uses at the Project site.



Source: Christopher A. Joseph & Associates, 2008.



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Figure II-6
Views of the Project Site
Views 10-11

Description of Surrounding Area

The project site is bounded by the Ventura Freeway, Rice Avenue, industrial land, and agricultural land as illustrated in Figure II-7. Of the parcels that are located within a 0.25-mile radius of the project site, 452.5 acres (51 percent) are currently developed or vacant industrial land and 439.1 acres (49 percent) are active in agriculture almost all in adjacent unincorporated County. Industrial uses are located to the west and south of the project site. These industrial uses include the Procter & Gamble Paper Products Company and a Ventura County Fire Department Support Complex. The 40-acre parcel that is located adjacent to the northeast portion of the project site, currently in agricultural production, was approved as the Camino Real Business Park Specific Plan by the City on June 3, 2008. The other agricultural parcels to the north and east are located in the unincorporated area of Ventura County. Refer to Figure II-8 through Figure II-11 for existing views of the surrounding area.

Current Land Use and Zoning Designations

The City of Oxnard 2020 General Plan designates the project site as Business & Research Park (BRP) and Light Industrial (ILT), and requires a specific plan prior to development. The 2020 General Plan designates the northernmost 134.6 acres as BRP and the remaining 287.8 acres as ILT. The site has corresponding BRP and M-1 zone classifications. The City of Oxnard is preparing a 2030 General Plan that also designates the project site as Business & Research Park and Light Industrial. The 2030 General Plan considers the potential development of the site with up to 8.5 million square feet of business park and light industrial uses.

History of the Sakioka Farms Specific Plan and EIR Process

The Sakioka Farms parcels were annexed into the City in 1984 as part of the larger Northeast Industrial Area and the 2020 General Plan, adopted in 1990, required that a specific plan be adopted prior to development. A Specific Plan Pre-Application Review was completed in 2001 that led to the Applicant's filing for specific plan adoption and related entitlements and CEQA review in 2002. A Notice of Preparation (NOP) was issued for an EIR that encompassed both the Sakioka Farms and the adjacent Power properties along the northeast corner of the Sakioka Farms property. Internal City reviews of the combined area plans were completed in 2004. A decision was made in 2005 to separate the Power property from Sakioka Farms and proceed with two specific plans and two EIR's. NOP's were reissued in 2006 for each project. The Power property completed its EIR and was adopted as the Camino Real Business Park Specific Plan in June, 2008. Beginning in 2008, the City's 2030 General Plan planning process focused on traffic, water supply, and climate change issues that needed to be complete at the citywide level before the Sakioka Farms EIR could be completed so that the two EIR's (2030 General Plan and Sakioka Farms Specific Plan) would be consistent with each other. The 2030 General Plan Program EIR was certified on February 2, 2010, allowing the Sakioka Farms Specific Plan Draft EIR to now be completed for its initial public review.

RELATED PROJECTS

In addition to the potential environmental impacts that would be associated with the proposed project, this EIR also evaluates “cumulative impacts.” Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts in the general project area.

All proposed (i.e., those projects with pending applications), recently approved, under construction, or reasonably foreseeable projects in the City of Oxnard that could produce a related or cumulative impact on the local environment when considered in combination with the project are evaluated in this EIR as of September 2008. As of June 2010, related projects east of Rose Avenue have been completed, are under construction, newly proposed, or cancelled as follows:

- Completed: Homewood Suites (1950 Solar Drive, 129 suites), 2231 Wankel Way (17,562 sf office), 2801 Camino del Sol (Industrial, 30,000, sf), 1800 Eastman Ave (33,000 sf industrial)
- Under construction: Rose Ranch shopping center (77,800 sf, SWC Gonzales Road and Rose Avenue)
- Newly proposed: Cosco Carwash (2001 Ventura Blvd), 700 Maulhardt Drive (outdoor parking), Wallace Business Park (3001 Paseo Mercado, 88,700 sf industrial)
- Cancelled: Trinity Baptist Church (SEC Rose Avenue and Camino del Sol)
- Still Proposed: Shea Properties apartments (2000 E. Gonzales Road, 272 units), Quinn Company Equipment Rental (1001 Del Norte Boulevard), 500 N Elevar Street (30,000 sf industrial), Asphalt Batch Plant (3455 E Fifth Street), Catering (2958 Sturgis Rd, 13,700 sf warehouse), Associate Ready Mix (Sturgis and Del Norte Blvd.), Sunbelt Enterprises (2420 Celsius, 150,000 sf industrial), 350 N Lombard (142,000 sf industrial), 1950 Williams Drive, 74,430 office), 710 Grave Avenue (25,000 sf industrial), 2041 Cabot Place (35,000 sf industrial)

The City Traffic Engineer has determined that changes in the related projects list are reduced, in the net, from the 2008 listing and that the use of the 2030 General Plan Oxnard Traffic Model for cumulative traffic, air quality, and noise analyses is a better methodology in those topic areas.

The analysis of cumulative impacts associated with these related projects and the project is provided in the Cumulative Impacts discussion at the end of each environmental topic.

Complete lists of the residential, commercial, and industrial projects that are currently proposed, recently approved, or under construction in the City are provided in Appendix C to this EIR.



Sources: County of Ventura, ESRI Imagery and Christopher A. Joseph & Associates; June 2008.

Figure II-7
Surrounding Land Uses



View 12: Looking northwest from Rice Avenue towards an existing Hilton Hotel west of the Project site.



View 13: Looking southwest from Rice Avenue towards existing Limited Manufacturing uses west of the Project site.



View 14: Looking northwest from Rice Avenue towards existing office uses west of the Project site.



← # Photo Location



0 500 1000
Feet

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2008.



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Figure II-8
Views of Surrounding Uses
Views 12-14



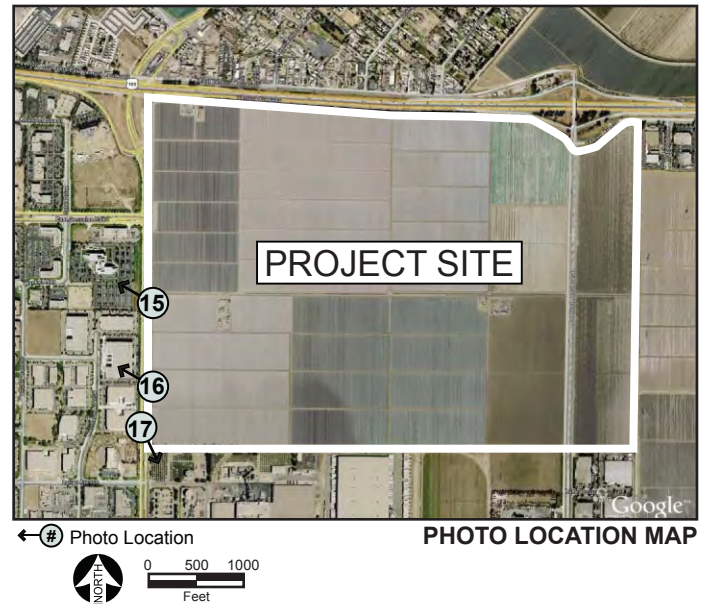
View 15: Looking northwest from Rice Avenue towards existing office uses west of the Project site.



View 16: Looking northwest from Rice Avenue towards existing Limited Manufacturing uses west of the Project site.



View 17: Looking southeast from Rice Avenue towards the existing agricultural uses at the Project site.



Source: Christopher A. Joseph & Associates, 2008.



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Figure II-9
Views of Surrounding Uses
Views 15-17



View 18: Looking northwest from Rice Avenue towards existing Limited Manufacturing uses west of the Project site.



View 19: Looking southeast from Camino Avenue towards the existing uses at the Camino Real Business Park Specific Plan site.



View 20: Looking southeast from Del Norte Boulevard towards existing industrial uses in the McInnes Ranch Business Park.



← # Photo Location



0 500 1000
Feet

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2008.



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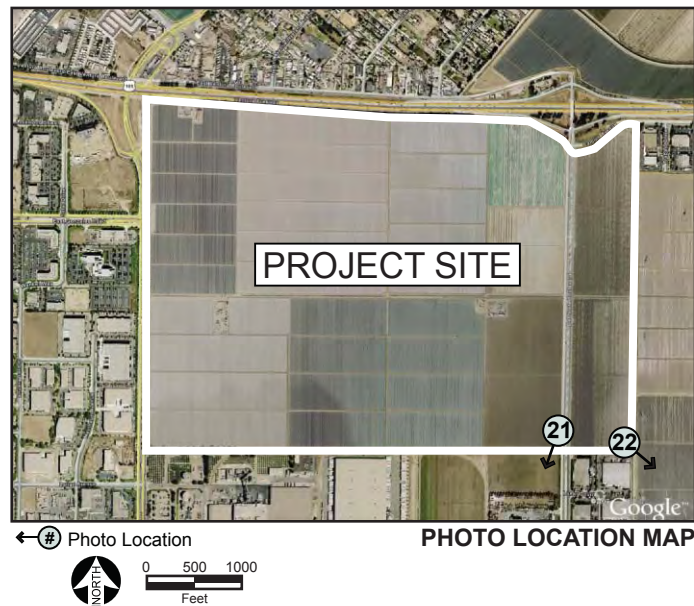
Figure II-10
Views of Surrounding Uses
Views 18-20



View 21: Looking southwest from Del Norte Boulevard towards existing vacant land and industrial uses.



View 22: Looking southeast from the Sakioka Farms site towards existing agricultural uses east of Oxnard.



Source: Christopher A. Joseph & Associates, 2008.



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Figure II-11
Views of Surrounding Uses
Views 21-22

III. PROJECT (PLAN) DESCRIPTION

APPLICANT

The Applicant for the Sakioka Farms Business Park Specific Plan is Sakioka Farms, 3183-A Airway Avenue, Suite 2, Costa Mesa, California 92626-4611, owner of the four parcels that make up the project site. Sakioka Farms is a privately held company owned and run by the heirs of the late vegetable farmer Roy K. Sakioka. Just after World War II, Mr. Sakioka strategically purchased undeveloped land, held and farmed the land, and would eventually sell to developers. The company is based on Orange County and many mall and office towers sit on former Sakioka celery fields.

PROJECT CHARACTERISTICS

Location

The project site is located within the City of Oxnard south of the 101 (Ventura) Freeway between the Rice Avenue and Del Norte Boulevard exits. Two of the four parcels have City addresses: 2190 N. Rice Avenue and 1400 N. Rice Avenue. The APN's are 216-003-007/-010/-014/-015.

Objectives

The objectives of the Project, which is the adoption of a Specific Plan but referred to as a “project” for CEQA purposes, are set forth by the applicant as follows:

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

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

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

Specific Plan and Land Use Concept

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

The Specific Plan divides the site into seven planning areas. The purpose of these planning areas is to create distinct clusters of activity and to allow for individual development to occur in a manner consistent with the overall Specific Plan. These planning areas are illustrated in Figure III-1 and are based on Section 4 of the May 2009 Draft Specific Plan, which is included in its entirety as Appendix D to this Draft EIR. The size of the project site is approximately 430 acres.¹

Five primary land uses are identified in the land use plan: business research, office, industrial, commercial, and optional residential. In addition, a fire station would be developed at the site and a park site may be provided. The land use areas are described below and the land use area maps are illustrated in Figure III-2.

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

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

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

Planning Area 4 is a 30-acre area located along Del Norte Boulevard. This area may develop in a pattern similar to Planning Area 2, with an emphasis on new office, optional residential, and business research

¹ The project site is approximately 430 acres, including streets and rights-of-way. Without the streets and rights-of-way, the project site is approximately 422.5 acres.

uses. This area may also develop in a manner similar to other industrial areas to the south and cater to smaller industrial projects.

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

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

Planning Area 7 is a 14-acre area located at the northeastern corner of the Specific Plan. Although the smallest of the planning areas, it may become one of the highest profile areas and is situated for office and convenience commercial uses. A portion of this area is likely to be utilized for the planned reconstruction of the Del Norte Boulevard/Ventura Freeway interchange (discussed in Section IV.I, Transportation/Traffic).

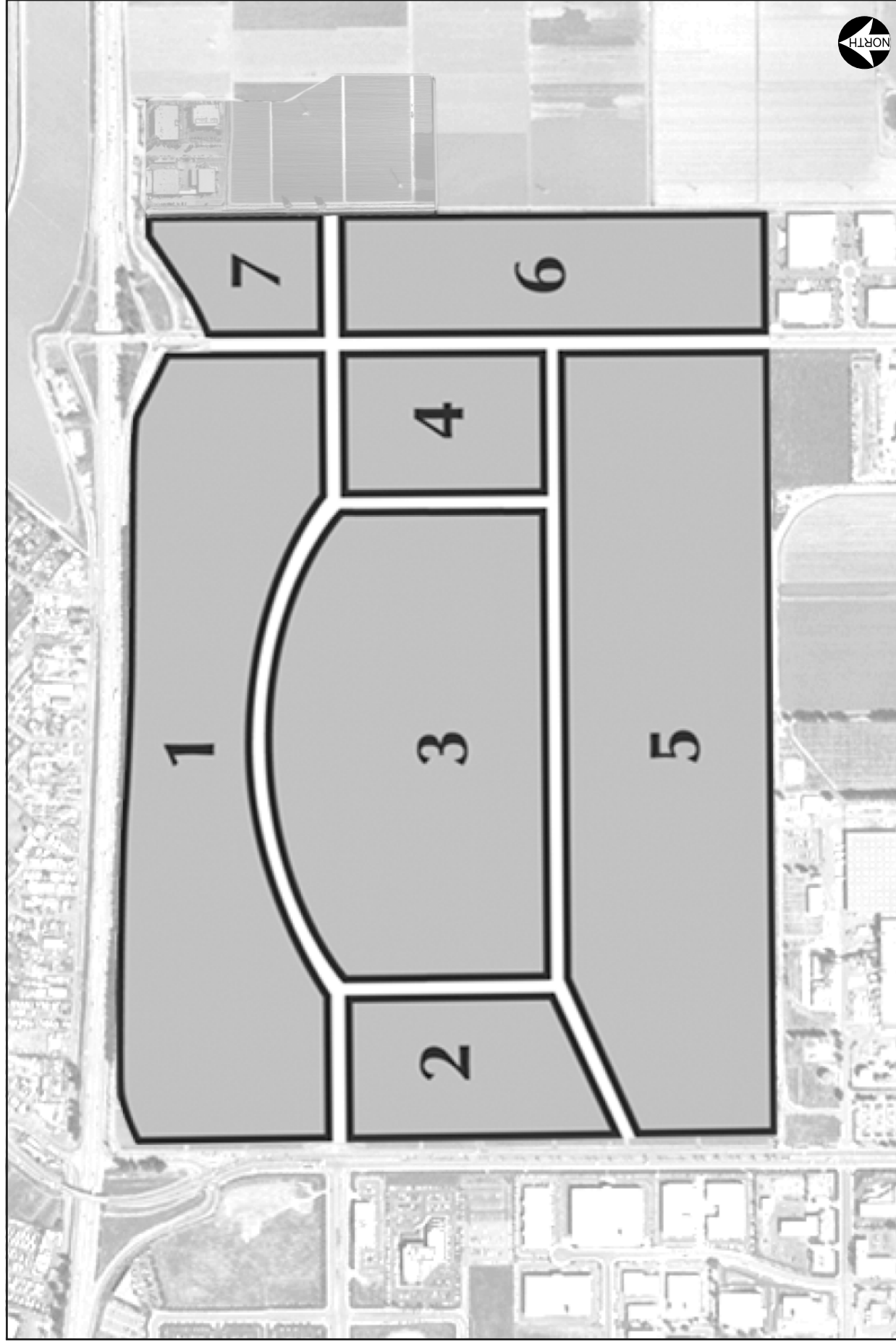
Table III-1 identifies the allowed land uses by Planning Area.

Table III-1
Allowed Land Use by Planning Area

Land Use	Planning Area						
	1	2	3	4	5	6	7
Industrial		√	√	√	√	√	
Business/Research	√	√	√	√		√	√
Commercial	√		√				√
Office	√	√	√	√			√
Residential		√	√	√			
Park		√	√	√			
Public Facility (Fire Station)		√	√				
Agriculture	√	√	√	√	√	√	√

Source: Sakioka Farms Draft Specific Plan, May 2009, Exhibit 4.6.

In all, the Specific Plan can accommodate a total development of up to 8,500,000 square feet of building space. Table III-2 provides two representative land use development summaries to reflect anticipated build-out scenarios. These numbers do not reflect the maximum development intensity for any individual Planning Area; the intensity of development may shift from one Planning Area to another. Instead, the overall Specific Plan development would be regulated by the Circulation Plan and the associated “Trip Generation Budget” identified in Table III-3. The ultimate development must remain consistent with the City of Oxnard 2020 (or 2030) General Plan anticipating a total of up to 8,500,000 square feet of light industrial and business research park uses.

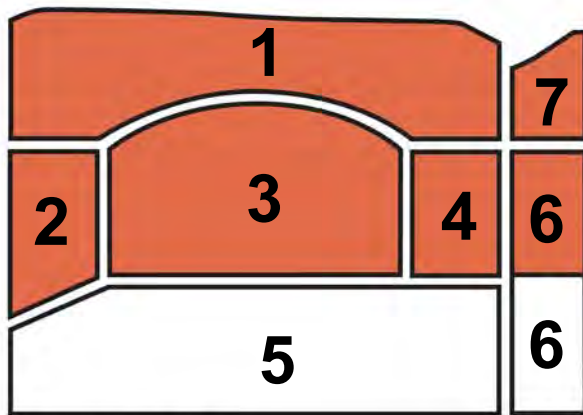


Source: Langdon Wilson Architecture Planning Interiors, 05/01/09.

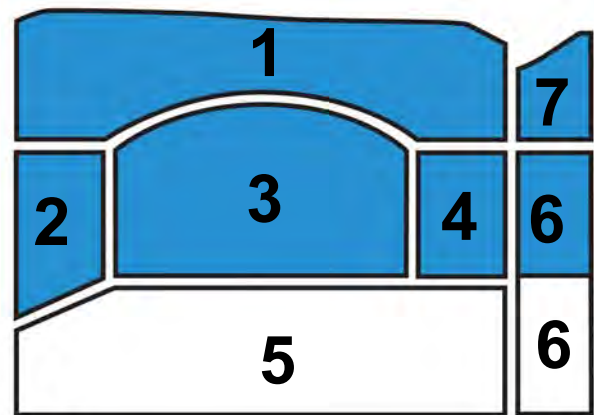


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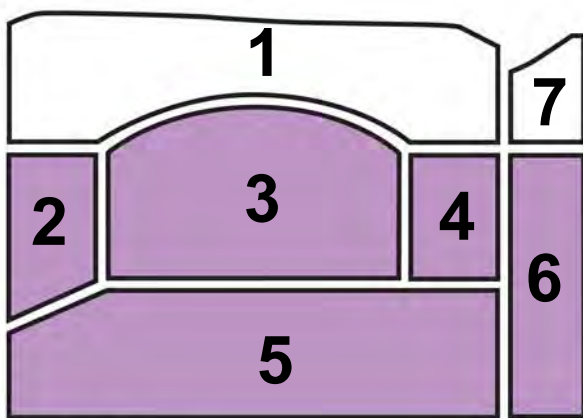
Figure III-1
Specific Plan Planning Areas



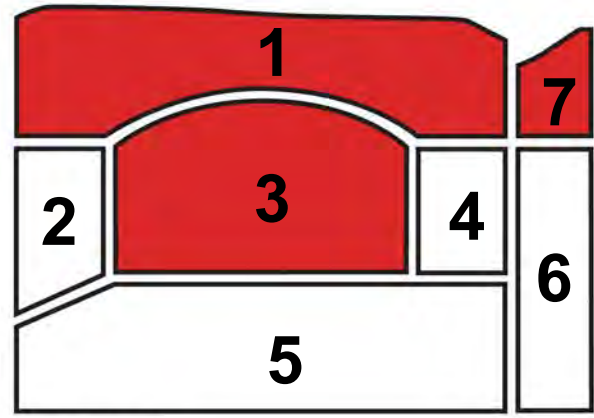
BUSINESS RESEARCH



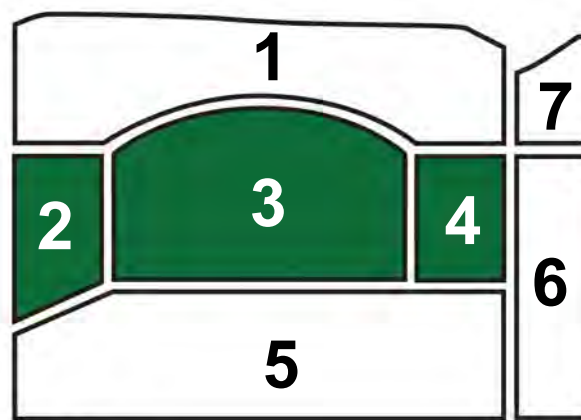
OFFICE



INDUSTRIAL



COMMERCIAL



RESIDENTIAL

Source: Langdon Wilson Architecture Planning Interiors, 05/01/09.

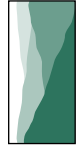


CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure III-2
Land Use Area Maps



Source: Langdon Wilson Architecture Planning Interiors, 05/01/09.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure III-3
Proposed Circulation Plan

Circulation Plan

The Circulation Plan shown in Figure III-3 illustrates the general alignments, classifications, and location of arterials and major public streets within the Specific Plan. The Circulation Plan has been designed to accommodate a number of different development scenarios. The overall circulation concept relies on a hierarchy of circulation features ranging from arterials to local streets. The system is designed to accommodate traffic to, and within, the Specific Plan while discouraging through traffic into the individual Planning Areas. The Circulation Plan is consistent with the Circulation Element of the City of Oxnard 2020 and 2030 General Plans.

Table III-2
Representative Land Use Scenarios

Planning Area	Building Area is Square Feet (unless otherwise noted)							
	Business Research	Office	Light Industrial	Commercial	Residential	Park	Fire Station	Total
Without Residential Uses								
1	1,300,000	400,000		80,000				1,780,000
2	200,000		600,000					800,000
3	600,000		1,200,000					1,800,000
4	200,000		500,000					700,000
5			2,500,000					2,500,000
6	100,000		7,000,00					800,000
7	100,000			20,000				120,000
Total	2,500,000	400,000	5,500,000	100,000	0 units	0 acres	1.5 acres	8,500,000
With Residential Uses								
1	1,300,000	400,000		80,000				1,780,000
2	200,000		382,500		220 units			800,000
3	600,000		765,000		450 units			1,800,000
4	200,000		282,500		220 units			700,000
5			2,500,000					2,500,000
6	100,000		7,000,00					800,000
7	100,000			20,000				120,000
Total	2,500,000	400,000	4,630,000	100,000	890 units	3 acres	1.5 acres	8,500,000
Source: Sakioka Farms Draft Specific Plan, May 2009 and City of Oxnard, 2009, Exhibit 4.8.								

The Circulation Plan provides for a phased implementation of roadway improvements to correspond to the phased development within each Planning Area (discussed later in this EIR section). The conceptual roadway phasing is illustrated in Figure III-4.

The Circulation Plan would include an extension of Gonzales Road into and through the Specific Plan. This would also necessitate the creation of a full, at grade four-way intersection at Gonzales Road and Rice Avenue. The plan for Gonzales Road includes a moderate northward radius in the central part of the site in order to add street character and to provide more acreage for development within the central core area (Planning Area 3) of the site.

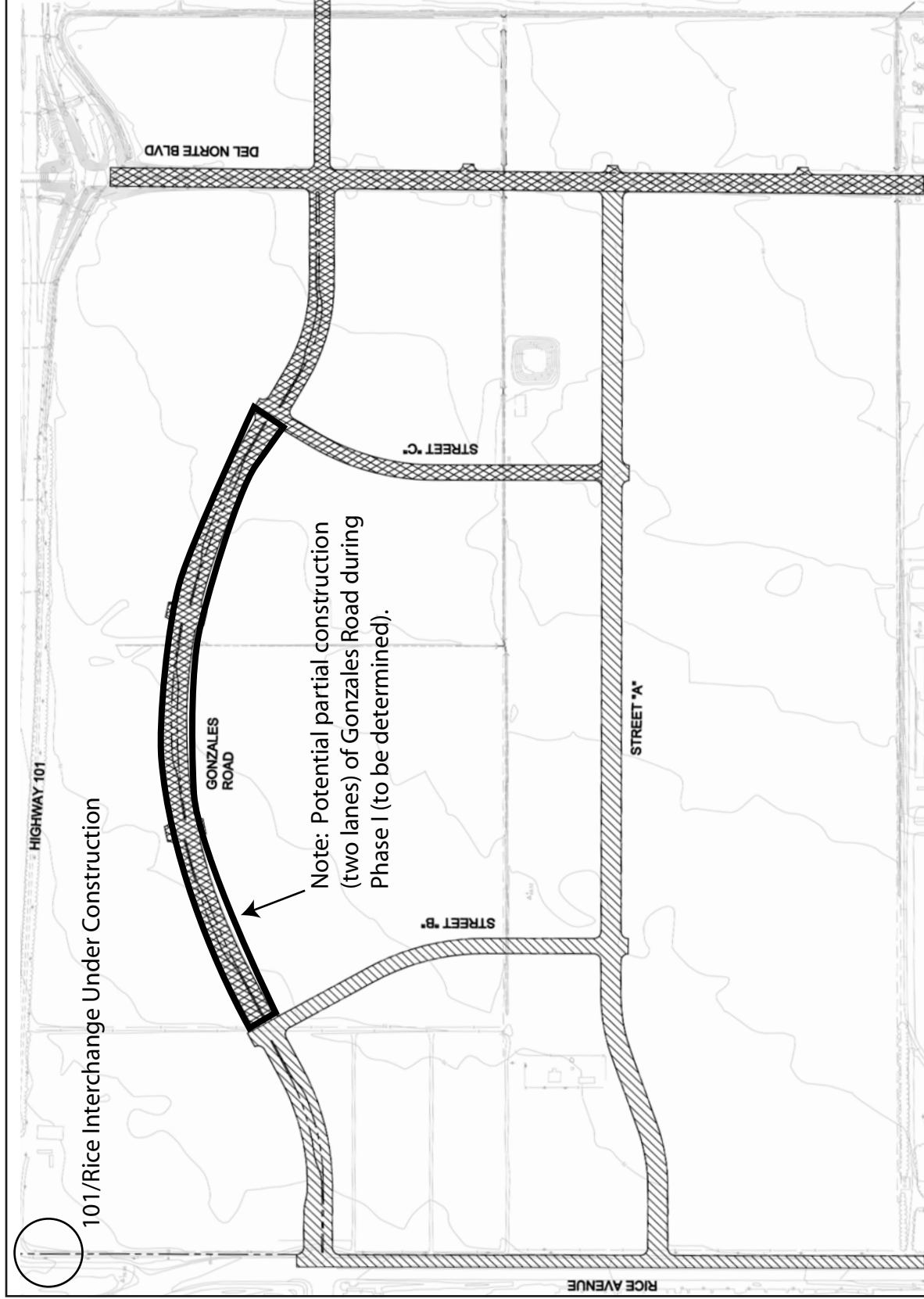
A second east-west major arterial is proposed approximately 1,200 feet to the south of Gonzales Road. This arterial intersecting both Rice Avenue and Del Norte Boulevard is critical to relieving traffic volumes at the Gonzales Road and Rice Avenue intersection.

**Table III-3
Sakioka Farms Specific Plan Trip Generation Budget**

Area	Land Use	Units (TSF)	Trip Generation						
			ADT	AM-In	AM-Out	AM-Total	PM-In	PM-Out	PM-Total
1	Business Research	1,300	13,572	1,456	286	1,742	299	1,248	1,547
	Office	400	5,612	540	68	608	128	620	748
	Commercial	80	3,200	10	4	14	118	122	240
	Subtotals		22,384	2,006	358	2,364	545	1,990	2,535
2	Business Research	200	2,088	224	44	268	46	192	238
	Light Industrial	600	3,900	348	108	456	150	366	516
	Subtotals		5,988	572	152	724	196	558	754
3	Business Research	600	6,264	672	132	804	138	576	714
	Light Industrial	1,200	7,800	696	216	912	300	732	1,032
	Subtotals		14,064	1,368	348	1,716	438	1,308	1,746
4	Business Research	200	2,088	224	44	268	46	192	238
	Light Industrial	500	3,250	290	90	380	125	305	430
	Subtotals		5,338	514	134	648	171	497	668
5	Light Industrial	2,500	16,250	1,450	450	1,900	625	1,525	2,150
6	Business Research	100	1,044	112	22	134	23	96	119
	Light Industrial	700	4,550	406	126	532	175	427	602
	Subtotals		5,594	518	148	666	198	523	721
7	Business Research	100	1,044	112	22	134	23	96	119
	Commercial	20	800	3	1	4	30	31	61
	Subtotals		1,844	115	23	138	53	127	180
Specific Plan Total			71,462	6,543	1,613	8,156	2,226	6,528	8,754
<i>Notes:</i> <i>TSF = thousand square feet.</i> <i>ADT = average daily trips.</i> <i>Source: Sakioka Farms Draft Specific Plan, May 2009.</i>									

Two major project entry nodes would occur where Gonzales Road connects with Rice Avenue and Del Norte Boulevard. Two secondary entry nodes are planned for the new intersections of Rice Avenue and Del Norte Boulevard with the new east-west arterial.

Secondary internal north-south roadways are proposed to connect the east-west arterials and would be located to achieve the best parcelization patterns. Additional internal circulation would be provided by a network of public and private streets (not shown in Figure III-3) providing access to individual parcels. In addition, the Specific Plan incorporates a public pedestrian walkway and full bicycle system.



Legend

- PHASE 1
- PHASE 2

Source: Langdon Wilson Architecture Planning Interiors, 05/01/09.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure III-4
Conceptual Roadway Phasing

Landscape Concept

The Specific Plan includes a Landscape Concept Plan (Section 4.5) as well as Landscape Guidelines (Section 5.3). The Landscape Concept Plan is illustrated in Figure III-5 and establishes a “California” theme that includes an eclectic mix of indigenous plants and local materials that reflect the historical and cultural background of the area. All landscape and irrigation plans have been developed in accordance with the applicable standards set forth by the City or as amended in the future, primarily to reduce potable water use for irrigation.

Grading Plan

The Conceptual Grading Master Plan is illustrated in Exhibit 4.31 of the Specific Plan. Although the Project site is relatively flat, grading would be required to assure proper drainage and to provide suitable building sites for the individual structures. The importation of fill material would occur periodically over the project buildout period and would be evaluated as part of subsequent development review and entitlements.

Infrastructure

Water System Plan

The Conceptual Water Systems Master Plan is illustrated in Exhibit 4.26 of the Specific Plan. This system would be contained in the streets and would connect with the existing facilities within Rice Avenue and Del Norte Boulevard. The water systems would be looped to provide adequate water pressure and fire flow for each phase of development. Stub-outs would be provided for each lot and future water mains within the site would be sized in accordance with City Fire Department and Public Works Department requirements. Where the needs of future in-tract development exceed the system capacity, additional upgrades such as tanks or pump stations may be required to achieve calculated demands. All anticipated water system connections would be constructed prior to, or concurrently with, each respective phase of the site improvements.

The Project may be required to provide recycled water for landscaping, non-potable indoor use, and selected industrial uses if required by the Water Supply Assessment as a necessary to ensure long term water supply.

Sewer System Plan

The Conceptual Sewer System Master Plan is illustrated in Exhibit 4.27 of the Specific Plan. This plan includes a system of gravity sewer mains that would be constructed in conjunction with the development phases and would connect with the existing sewer facilities within Rice Avenue and Del Norte Boulevard. The sewer system would be designed to accommodate the worst-case sewage generation assuming the ultimate build-out of the Specific Plan. The proposed sewer main size and layout are generally consistent with the City Standard Plans for Public Works Construction (Standard Plans) and the Wastewater Collection System Master Plan (WCSMP). The proposed sewer system layout, however, differs from that anticipated by the WCSMP, which predicts the whole of the Specific Plan site between Rice Avenue and

Del Norte Boulevard connecting to the 18-inch system in Rice Avenue. Initial sewer profiles evaluated by the project applicant indicated that such a connection scheme would be impractical due to inadequate pipe cover in the easterly portion of the Specific Plan site adjacent to Del Norte Boulevard. While the Specific Plan proposes that the site would connect to the 21-inch sewer system in Del Norte Boulevard additional review of sewer capacity requirements may require connection to both the Del Norte Boulevard and Rice Avenue main lines. In either event, wastewater will be conveyed to the City's treatment plant on Perkins Road.

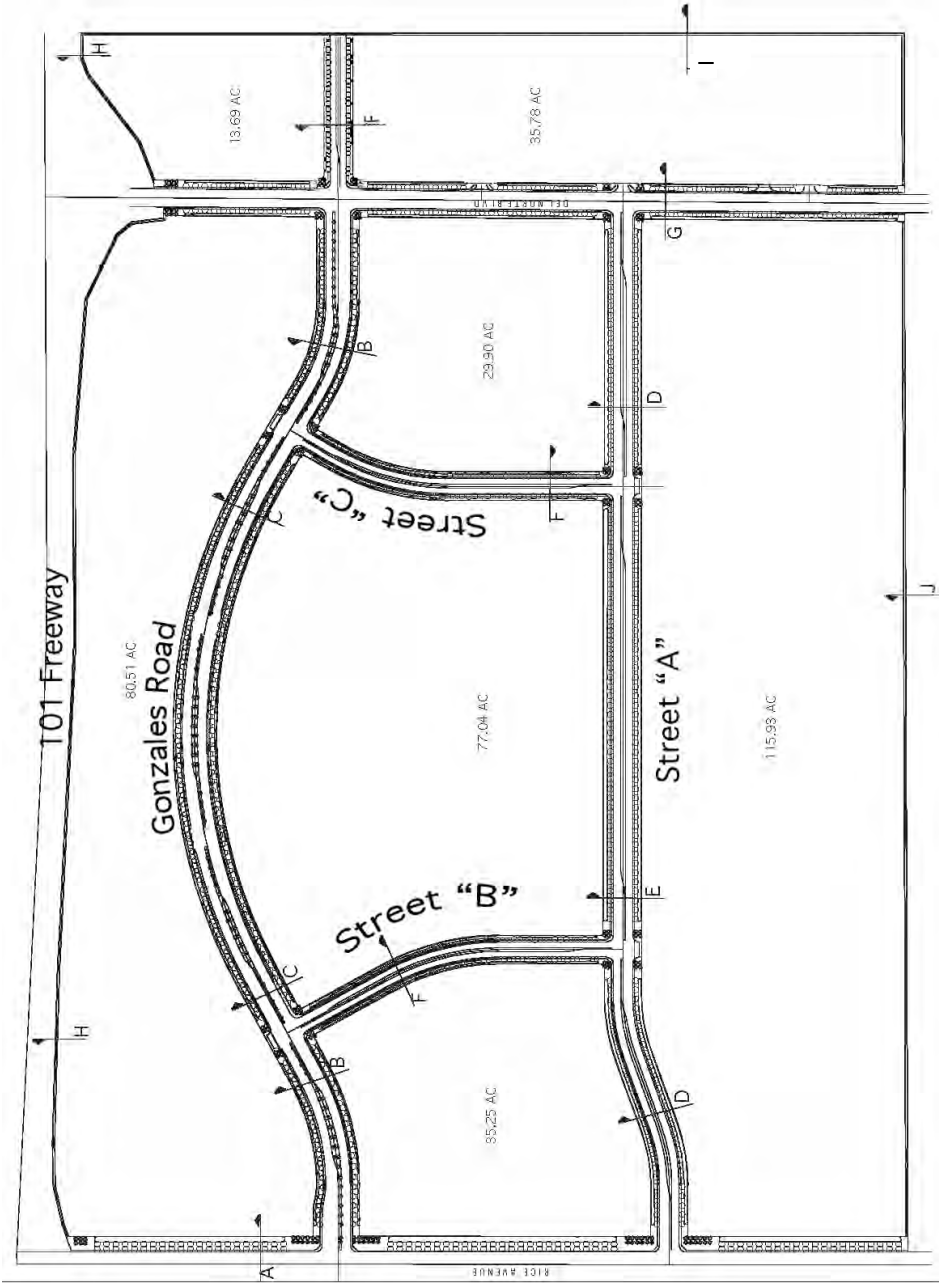
Storm Drainage Plan

The Specific Plan site drains generally to the southeast to a connection with the Sturgis Road drain at the southeast corner of the site. The Conceptual Stormdrain Plans are illustrated in Exhibits 4.28 and 4.29 of the Specific Plan would keep this existing direction of flow to the Sturgis Road drain. A system of storm drain lines would be constructed within both streets and easements in accordance with the anticipated drainage patterns and volumes of the developed site.

The Conceptual Stormdrain Plans anticipate the construction of storm water detention facilities equipped with outlet control structures to effectively limit the storm water discharges from the site to one cubic foot per second per acre (cfs/acre). Discharges less than one cfs/acre would pass through the proposed storm drain system and discharge to the northerly terminus of the Sturgis Road drain. Discharges in excess of one cfs/acre, or the difference between a 10-year and 100-year storm, would be detained on site. Storm water detention facilities would be located within the site to limit developed flows to pre-development levels.

The Specific Plan storm drain system would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) as described in the City's permit as well as the provisions of the Ventura County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) where applicable.

The on-site storm water conveyance system would be consistent with both the City Master Plan of Drainage and the Northeast Industrial Assessment District (NIAD) plans, which considered future drainage configurations for the Specific Plan site. Layout and design of storm drain mains and detention facilities account for the limitations of the existing box culverts constructed under Del Norte Boulevard at two locations as part of Phase 4 of the NIAD improvements. The existing trapezoidal channel, which is the point of connection for the project (the Sturgis Road drain), is anticipated to be extended approximately to the north property line of the Specific Plan site along its current alignment. The existing earthen channel would be replaced by a concrete trapezoidal channel sized per the Master Plan and the existing earthen channel running along the northern portions of the Specific Plan site would be maintained.



LANDSCAPE CONCEPT PLAN
EXHIBIT 4.13

Storm Water Quality

The City of Oxnard requires all new development within the City to incorporate storm water quality control measures into the proposed improvements as part of the SQUIMP. To comply with the local development requirements, each development within the Specific Plan area would be responsible for treating storm water runoff either through biofiltration, infiltration, detention filters, or any other method allowed by the City. These improvements would also meet the standards identified in the Ventura County Technical Guidance Manual for Storm Water Quality Control Measures.

Other Utilities

The project site lies within the service areas of the Southern California Edison Company (SCE) for electricity service, the Southern California Gas Company for natural gas service, General Telephone Company (GTE) for telephone service, and the City of Oxnard for solid waste disposal. All future utility additions within the project boundaries would be placed underground.

Fire Station

A new fire station, on a 1.5-acre parcel is proposed within Planning Area 2 or 3. The fire station would be located along the north-south arterial between Planning Areas 2 and 3, approximately equal distance between the Gonzales Road extension to the north and the new east-west arterial to the south. The final design and location of the fire station is subject to review and approval by the City of Oxnard Fire Department.

Housing and Childcare

Optional residential uses would be permitted within Planning Areas 2, 3, and 4 in place of light industrial uses. Affordable housing would be addressed within each residential project. A minimum of ten percent of the total units within each project would be set aside for qualified low and moderate income households, to be determined by an economic impact assessment that estimates the need for very low and low income housing created by the actual and anticipated development and the wages paid to their employees. The intent is that an appropriate portion of the demand for affordable housing created by the Project may need to be partly satisfied within the Project if the City or region are not providing enough affordable housing. Low income households are between 60 and 80 percent of the Ventura County median income and moderate is between 80 and 120 percent. An additional ten percent of the total units would be made available as workforce housing for households with incomes between 120 and 150 percent of the County's median income.

The residential projects would provide provisions for childcare facilities either on site or through participation in an off-site facility elsewhere within the Specific Plan site. Childcare facilities would be designed in accordance with all State of California regulations and all City of Oxnard regulations in effect at the time of project request.

An Affordable Housing Agreement and Childcare Facilities Plan would be prepared concurrent with all requests for residential development and would be subject to a Development Design Review approval by the City of Oxnard Planning Manager.

Project Phasing

The project site is proposed to be developed in phases based on market conditions over a period of ten or more years. All required circulation, infrastructure, and community improvements necessary to accommodate each new development within the Specific Plan would be completed prior to, or simultaneously with, individual projects. Table III-4 provides a preliminary phasing matrix for the Specific Plan development, although, given the recent economic events, the schedule could be revised to reflect on-going fiscal constraints and realities.

Table III-4 Specific Plan Development Phasing Matrix							
Year	Planning Areas						
	1	2	3	4	5	6	7
2010	25%	25%	25%	25%	33%		
2015	25%	25%	50%	25%	33%	25%	
2020	25%	25%	25%	25%	33%	25%	25%
2025	25%	25%		25%		50%	75%
Source: Sakioka Farms Draft Specific Plan, May 2009 and City of Oxnard, 2009, Exhibit 4.32.							

DISCRETIONARY ACTIONS AND APPROVALS

The City of Oxnard is the Lead Agency for the project. In order to approve the proposed Specific Plan (project), the applicant is requesting approval of the following entitlements from the City:

- Specific Plan Amendment PZ 02-640-01: Sakioka Farms Business Park Specific Plan.
- Zone Change PZ 02-570-04: Adopt the proposed zoning
- Development Agreement PZ 02-670-03: Development Agreement between the City of Oxnard and the Applicant.

This Specific Plan EIR serves as the environmental review for subsequent discretionary actions associated with development of the project unless changes are proposed that warrant additional environmental review. This EIR is also intended to cover state, regional and/or local government permits that may be required to develop the proposed project, whether or not they are explicitly listed below. Federal, state, and regional agencies that may have jurisdiction over some aspects include (but are not limited to):

- U.S. Army Corps of Engineers

- California Department of Fish and Game
- Los Angeles Regional Water Quality Control Board (4)
- County of Ventura
- California Department of Transportation
- California Public Utilities Commission

There are no responsible or trustee agencies for this EIR.

IV. ENVIRONMENTAL IMPACTS ANALYSIS

A. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

In addition to the environmental impact categories analyzed in detail in this Draft EIR, the City has determined that the development and operation of the Project would not result in potentially significant impacts to the environmental impact topics listed below. Section 15128 of the *CEQA Guidelines* states:

“An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of an Initial Study.”

It has been determined that there is no evidence that the proposed project would cause significant environmental effects in the following areas and that no further environmental review of these issues is necessary for the reasons described below.

CULTURAL RESOURCES

Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, the proposed project could have a potentially significant impact on cultural resources if it would:

- a. Cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5;
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines;

The City of Oxnard *Thresholds Guide* defines a significant archaeological resource as one that:

1. Is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory;
2. Can provide information that is both in the public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;
3. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
4. Is at least one hundred years old and possesses substantial geologic integrity; or
5. Involves important research questions that historical research has shown can only be answered by archaeological methods.

- c. Directly or indirectly destroying a unique paleontological resource or site or unique geologic feature; or
- d. Disturb any human remains, including those interred outside of formal cemeteries.

Impact Analysis

Section 15064.5 of the *CEQA Guidelines* defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect could occur if the Project would adversely affect an historical resource meeting one of these definitions.

In February 2006 a records search was conducted for the Project site by the South Central Coastal Information Center (SCCIC). The records search included a review of all recorded archeological sites within a ½ mile radius of the Project as well as a review of cultural resource reports on file. The records search revealed one archaeological site within a ½ mile radius of the Project and one isolate located within the Project site. An isolated artifact is "an artifact that has been previously displaced from its original archaeological association, that is no longer part of an archaeological site, and that has little or no archaeological significance as an object in itself. Examples of isolated artifacts include stone tools such as projectile points, knives, scrapers and cores; bone awls, coins, bottles, bullets, or other relatively small artifacts meeting the criteria of isolation in this definition."¹ The search also identified five additional cultural resources within a ½ mile radius of the Project; however none were identified within the Project area. The Project site has been used for agricultural cultivation for several decades and the structures that existed at the site (see Figure I-3) are relatively recent in origin and not considered of historical significance. No significant impacts are expected to occur with relation to historic resources.

Section 15064.5 of the *CEQA Guidelines* defines significant archaeological resources as 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.

The Project site has been utilized for agricultural cultivation for a number of decades. With the exception of the isolate, there are no known prehistoric archeological resources within the Project site. It is likely that any surface and subsurface archeological remains that might have once occurred on the Project site

¹ Florida State, Division of Historical Resources, website
<http://dhr.dos.state.fl.us/archaeology/underwater/finds/guide.cfm>, December 28, 2009.

would have long since been eliminated by past agricultural activities. However, there is a remote possibility that archeological resources still exist below the surface, and that these remains could be encountered during site preparation generally below two feet in depth. While no further evaluation of this issue is required as part of the EIR, periodic monitoring during construction is required, consistent with City's standard conditions of approval to identify any previously unidentified archeological resources uncovered during project grading activity. This standard condition of approval ensures that project impacts would remain less than significant.

Mitigation Measure (City Development Service Standard Condition E-1)

A-1 The project developer shall contract with a qualified archaeologist to monitor all initial grading and excavation. In the event that any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.

A project-related significant adverse effect could occur if grading or excavation activities associated with the project would disturb paleontological resources or geologic features.

A search for paleontological resources was conducted by the Natural History Museum of Los Angeles County for the project site in March of 2006. The search determined that there no vertebrate fossil localities are located within the Project boundaries, and there are not any localities nearby from the same or similar sedimentary units as are exposed in the proposed Project area. The search also determined that the surficial sediments at the Project site and in the surrounding area consist of younger terrestrial Quaternary Alluvium sediments of clay, which are unlikely to contain significant vertebrate fossils. Grading or shallow excavations are unlikely to uncover significant fossil vertebrate remains, however, deeper excavations may encounter significant vertebrate fossils. The Project site has been previously utilized for agricultural for many years and therefore it is likely that any surface paleontological remains have long since been eliminated by past agricultural activities. There are no known paleontological resources on the Project site. Nevertheless, there is a remote possibility that unsuspected paleontological resources exist below the ground surface and could be encountered during construction. While no further evaluation of this issue is recommended in the EIR, periodic monitoring during construction is required, consistent with standard City Conditions (E-1, above) . This would ensure that project impacts would remain less than significant.

Mitigation Measure

This potential impact would be addressed through the implementation of mitigation measure A-1.

A project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains.

The Project site has been utilized for agricultural cultivation for several decades. There is no evidence that human remains are located on the project site. Nevertheless, there is a remote possibility that unsuspected human remains exist below the ground surface and could be encountered during construction. While no further evaluation of this issue is recommended in the EIR, periodic monitoring during construction is required, consistent with standard City Conditions of Approval (E-2), to identify any previously unidentified human remains uncovered by project construction activity. This would ensure that project impacts would remain less than significant.

Mitigation Measure (City Development Service Standard Condition E-2)

- A-2** The Project developer shall contract with a Native American monitor to be present during subsurface grading, trenching, or construction activities in excess of three feet on the project site. The monitor shall provide a weekly report to the planning division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the planning division manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the planning division prior to approval of final building permit signature.

MINERAL RESOURCES

Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the proposed project could have a potentially significant impact on mineral resources if it would:

- a. 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; or
- b. 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.

Impact Analysis

No oil extraction or mineral extraction activities are presently conducted on the Project site. The Project site is not within an area where significant mineral deposits are present.² In addition, there is no known locally-significant resource on the site. Therefore, no adverse project impacts would occur.

² City of Oxnard, *City of Oxnard 2020 General Plan, 1990, Open Space/Conservation Element, Figure VIII-7 and Figure VIII-8, and 2006 Background Report, page 5-85.*

IV. ENVIRONMENTAL IMPACT ANALYSIS

IV.B. LAND USE AND PLANNING

ENVIRONMENTAL SETTING

City of Oxnard

The City of Oxnard is located in the western central section of Ventura County and is the County's largest city in terms of land area and population, consisting of 26.9 square miles in 2010 (17,230 acres). The City's Planning Area includes an additional 43.0 square miles (27,526 acres), which is largely for agricultural production. Existing land uses within the City's Planning Area include residential, commercial, hotel, industrial/business and research park, utilities, open space, mineral resources, parks, public facilities, airport, school, and agricultural uses. Most of Oxnard's developed land consists of residential (42.9 percent) and industrial uses (21.3 percent). Existing land use zoning is summarized in Table B-1.

Table IV.B-1
Existing Land Use Zoning within the City of Oxnard - 2005

Land Use Zones	Acres	Percent
Residential Zoning	6,219.5	42.9
Commercial Zoning	918.0	6.3
Industrial Zoning	3,093.6	21.3
Parks and Open Space Zoning	2,094.4	14.4
Other Zoning	2,164	14.9
Total	14,490	

Source: City of Oxnard General Plan Background Report, 2006, Table 3-6.

Existing Conditions

The proposed Specific Plan site (Project) encompasses 424.6 acres and is located south of the Ventura Freeway and east of Rice Avenue. The entire project site is currently in year-round active agricultural use growing strawberries, celery, cabbage, lettuce, and peppers. All portions of the project site are located within the City limits.

The City of Oxnard 2020 General Plan designates project site land uses as Business & Research Park and Light Industrial, and requires a Specific Plan prior to development. The project site has corresponding BRP and M-1 zone classifications. The 2030 General Plan may be updated prior to action on the Project. The proposed Specific Plan is generally consistent with the Draft 2030 Land Use Plan (as of March 2010). An EIR Addendum may be required to document the Project's consistency with the 2030 General Plan in its finalized version.

Existing Off-Site Conditions

The Project site is bordered on the north by Ventura Freeway, on the south by industrial uses, and on the west by Rice Avenue. The northern-most portion east property line of the project site is adjacent to the Camino Real Business Park Specific Plan. , The remainder of the eastern boundary corresponds to the eastern boundary of City limits, Sphere of Influence, and the western boundary of the Oxnard-Camarillo Greenbelt. A mix of commercial and non-conforming residential uses are located to the north of the Ventura Freeway, business park uses are located to the west of Rice Avenue, and additional agricultural uses are located within the Oxnard-Camarillo Greenbelt to the east of the site (unincorporated County of Ventura).

Existing Land Use Regulations***City of Oxnard 2020 General Plan******Land Use Element***

The City of Oxnard 2020 General Plan Land Use Element establishes a pattern for compatible land uses which reflect existing conditions and guide future development. Development policies of the Land Use Element (page V-22) that are applicable to the proposed project are:

- Goal 1 A balanced community meeting housing, commercial, and employment needs consistent with the holding capacity of the City.
- Goal 2 Preservation of scenic views, natural topography, natural physical amenities, and air quality.
- Goal 3 A balance between jobs and housing within a reasonable commuting distance from each other.
 - Objective 1 Limit the urbanized area of the City and facilitate a permanent greenbelt between Oxnard and neighboring cities.
 - Objective 3 Preserve permanent agricultural land within the Oxnard Planning Area.
 - Objective 6 Ensure that all new development will be consistent with the Ventura County Air Quality Management Plan and other regional plans.
 - Objective 9 Create new job opportunities tailored to the skills of the City's labor force, particularly unemployed residents.
 - Objective 10 Encourage the development of mixed uses in appropriate areas to reduce commuting.

The proposed Specific Plan Area is designated in the Specific Plan Map of the 2020 General Plan Land Use Element indicating a specific plan must be developed prior to development that generally focuses on circulation, utilities, land uses, and orderly development.

Industrial Land Uses

Business and Research Park (BRP)

BRP areas typically include fully conditioned buildings (that is, containing full interior improvements) devoted either exclusively or in part to office, research, and/or related development uses. Retail and service facilities may also be established in free-standing buildings or as part of multi-use developments. To achieve commercial retail use balance commensurate with the City's population, general retail facilities may also be established subject to appropriate environmental review. High development standards (landscaping, architecture, etc.) apply to business and research parks. An overall maximum floor area ratio (FAR) is 0.60:1.

Light Industrial

Light industrial use is principally manufacturing that occurs within a building, but could include incidental light outdoor assembly, fabrication, and storage. Wholesale and retail sales of large commodities related to warehousing or service uses on-site may also be permitted. An overall maximum FAR is 0.40:1 for manufacturing, and 0.50:1 for warehousing.

City of Oxnard Zoning

The City's Zoning Code is the principal means through which the General Plan is implemented. For each defined zoning district, the Zoning Code identifies the permitted uses and applicable development standards (i.e., density, height, parking, landscaping requirements, etc.). State law requires that the zoning districts be consistent with the General Plan.

Regional Comprehensive Plan and Guide

The Project site is located within the six-county Southern California Association of Governments (SCAG) planning area. SCAG is a Joint Powers Agency and Metropolitan Planning Organization (MPO) with numerous roles and responsibilities relative to regional issues that cross jurisdictional boundaries. Included in SCAG's responsibilities is the preparation of the Regional Comprehensive Plan and Guide (RCPG) in conjunction with its constituent members and other regional planning agencies.¹ The RCPG provides a general view of the plans of the various regional agencies that will affect local governments, or that respond to the significant issues facing Southern California, including growth management, and is intended to serve as a framework for decision-making with respect to long range growth. In addition, the RCPG proposes a voluntary strategy to assist local governments in addressing issues related to future growth and in assessing the potential impacts of proposed development projects within the context of the region.

¹ SCAG is currently preparing a Sustainable Communities Strategy (SCS) in compliance with SB 375. Because the SCS has not been drafted or approved, this Draft EIR discusses the RCPG, which is the document that is currently applicable to development throughout the SCAG planning area.

Fourteen subregions are partners in preparation of the RCPG and submit input to ensure that local concerns form the basis of the region's "bottom-up" planning process. The project site is located within the Ventura County Subregion.

The RCPG includes five core chapters (Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management), which respond directly to the federal and state requirements placed on SCAG and form the basis for certification of local plans. Ancillary chapters within the RCPG (Economy, Housing, Human Resources and Services, Public Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Waste Management) reflect other regional plans but are strictly advisory and establish no new mandates or policies for the region or local governments. Adopted RCPG policies related to land use are contained primarily in Chapter 3 Growth Management. The purpose of the Growth Management Chapter is to present forecasts which establish the socio-economic parameters for the development of the Regional Mobility and Air Quality Chapters of the RCPG, and to address issues related to growth and land consumption by encouraging local land use actions which could ultimately lead to the development of an urban form that would help minimize development costs, save natural resources, and enhance the quality of life in the region. Impacts associated with regional mobility and air quality are discussed in Sections IV.D, Transportation and Traffic, and IV.E, Air Quality, respectively.

Regional Transportation Plan and Regional Transportation Improvement Program

The latest update (2008) of SCAG's federally-mandated Regional Transportation Plan (RTP), entitled Making the Connections,² provides a comprehensive and multi-modal regional transportation plan that meets applicable State and federal requirements and reflects a vision for the region that balances land use with transportation investments in a way that is complementary to existing investments. In addition, the RTP addresses the goals and objectives established by SCAG based on application of a number of key performance measures. The RTP reflects the growing realization that the region must do a better job of integrating transportation and land use planning in ways that reflect public desires for maintaining the high quality of life that Southern Californians expect and deserve.

The 2008 RTP's goals are to maximize mobility and accessibility for all people and goods in the region; ensure travel safety and reliability for all people and goods in the region; preserve and ensure a sustainable regional transportation system; maximize the productivity of the transportation system; protect the environment, improve air quality and promote energy efficiency; encourage land use and growth patterns that complement the region's transportation investments; and maximize the security of the transportation system through improved monitoring, rapid recovery planning, and coordination with other security agencies.

Short-term implementation requirements are set forth in SCAG's biennial Regional Transportation Improvement Program (RTIP), which covers a six-year period and contains short-term programming necessary to fund implementation of RTP requirements. The most recent RTIP was adopted by SCAG on

² SCAG, *Making the Connections*, adopted May 2008, website: <http://www.scag.ca.gov/rtp2008/final.htm>.

July 17, 2008 and approved by the responsible federal agencies (Federal Highway Administration [FHWA] and the Federal Transit Administration [FTA]) on November 17, 2008.

Air Quality Management Plan

The City is located within the South Central Coast Air Basin and is within the jurisdiction of the Ventura County Air Pollution Control District (APCD). In conjunction with SCAG, the VCAPCD is responsible for formulating and implementing air pollution control strategies. The 2007 Air Quality Management Plan (AQMP) presents the APCD's strategy for attaining the federal 8-hour ozone standard as required by the Federal Clean Air Act Amendments of 1990. The 2007 AQMP also presents the APCD's Triennial Assessment and Plan Update required by the California Clean Air Act of 1988. SCAG assists VCAPCD in fulfilling these responsibilities. Section IV.E, Air Quality, provides a discussion of the Project's consistency with the AQMP.

Congestion Management Plan

The Congestion Management Plan (CMP) is a state-mandated program enacted by the state legislature to address urban congestion, economic vitality, and the quality of life. As a new approach to addressing congestion, the CMP was created to: 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation projects which are eligible to compete for state gas tax funds.

The CMP, as adopted in 1992 and revised in 1995, includes a system of highways and roadways with minimum level of service (LOS) standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a countywide computer model to evaluate traffic congestion and recommend relief strategies and actions. The CMP incorporates procedures for meeting deficiency plan requirements, or strategies that mitigate or improve congestion and air quality. Proposed projects which have the potential to affect the designated CMP network (mostly main-line freeway segments) are required to identify and mitigate their adverse effects on the network. Section IV.I, Transportation and Traffic, provides an analysis of the proposed project's potential impact on the CMP network.

SB 375 (Steinberg) is a California state law that became effective January 1, 2009. This new law requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG), and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. Ventura County will be creating a "Sustainable Community Strategies" (SCS) as one of the subregions within the Southern California Association of Governments Metropolitan Planning Organization (MPO). The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035. As of April 2010, there is no target GHG reduction for SCAG or Ventura County nor a draft SCS with which to evaluate the Project's consistency.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, the Project would have a significant impact on land use if it would cause any of the following conditions to occur:

- (a) Physically divide an established community;
- (b) 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; or
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

Project Impacts

Physically Divide an Established Community

As discussed previously, the Project is bordered on the north by the Ventura Freeway, on the south by industrial uses, on the east by the Camino Real Business Park Specific Plan, and on the west by Rice Avenue. There are no existing residences located at or adjacent to the Project site. As such, no established residential community exists at the Project site or in the Project vicinity, and implementation of the Specific Plan would not physically divide an established community. On the contrary, the Project would result in infill development to the north, south, east and west of existing developed areas, and would provide two transportation and pedestrian links between Rice Avenue and Del Norte Boulevard.

Land Use Consistency

Regional Plans

The Project site is located within the six-County SCAG planning area. Adopted policies included in SCAG's RCPG (1996) that are related to land use are contained primarily in Chapter 3, Growth Management. The proposed Project would be consistent with policies set forth in this chapter, as they would: 1) be located in an area where improvements would not cause adverse environmental impacts, and 2) be located in an area that is generally developed, thereby preserving open space areas. Furthermore, as the proposed Project would involve the construction of an industrial use within an urbanized area, it would not result in substantial growth in the City or sub-region and, thus, would be consistent with SCAG's growth projections. The SCAG RCPG identified policies, and their applicability to the proposed project are discussed in Table IV.B-2.

**Table IV.B-2
SCAG RCPG Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Growth Management Chapter (GMC)</i>	
<i>Policy 3.01:</i> The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	SCAG projections for the City of Oxnard estimate job growth of 6,255 between 2005 and 2010 and 3,691 jobs between 2010 and 2015 in this area. The anticipated job growth within the Specific Plan area would be within this forecast.
<i>Policy 3.03:</i> The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Development under the Specific Plan would connect to existing utility lines and roadways in the immediate vicinity. Some of the existing utility lines may need to be updated to accommodate the project and this would be the responsibility of the project developer(s).
<i>Policy 3.05:</i> Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	
<i>Policy 3.14:</i> Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	The project site is not located along any regional commuter rail, transit system, or activity center routes. It is, however, located along two major transportation corridors. Rice Avenue is a Part Hueneme truck route and will, in the future be under the control of Caltrans and become State Route 1 through Oxnard. The Rice Avenue/Ventura Freeway interchange is starting complete reconstruction and the Del Norte/Ventura Freeway interchange is being planned for improvements that anticipate the buildout of the project/plan.
<i>Policy 3.16:</i> Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	
<i>Policy 3.18:</i> Encourage planned development in locations least likely to cause environmental impact.	As discussed throughout this EIR, the potential impacts of the proposed Project would be less than significant after mitigation in all but a few categories. . The Oxnard 2020 General Plan already planned for the eventual conversion of the site from agriculture to urban uses.
<i>Policy 3.20:</i> Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	The Project site does not support any sensitive habitats or riparian habitat, and is not considered to be critical for regional wildlife movement or migration, or as a native wildlife nursery.
<i>Policy 3.21:</i> Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	The proposed Project is not expected to impact any known cultural resources. Two standard City mitigation measures address subsurface resources if they are encountered during project development.
<i>Policy 3.22:</i> Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	The project site is flat agricultural land that is not located in a high fire, flood, or seismic hazard zone.
<i>Policy 3.23:</i> Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Mitigation measures are recommended in Sections IV.E, (Biological Resources), IV.F (Geology and Soils), and IV.K (Noise) to address potential impacts to biological resources, seismic hazards, and noise.

**Table IV.B-2
SCAG RCPG Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
2008 Regional Transportation Plan (RTP)	
<p><i>Policy 4.01:</i> Transportation Investments shall be based on SCAG's adopted Regional Performance Indicators.</p> <p><u>Mobility</u> – Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster, and economical movements of people and goods.</p> <ul style="list-style-type: none"> • Average Work Trip Travel Time in Minutes – 25 minutes (Auto) • PM Peak Freeway Travel Speed – 45 minutes (Transit) • PM Peak Non-Freeway Travel Speed • Percent of PM Peak Travel in Delay (Fwy) • Percent of PM Peak Travel in Delay (Non-Fwy) <p><u>Accessibility</u> – Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.</p> <ul style="list-style-type: none"> • Work Opportunities within 45 Minutes door to door travel time (Mode Neutral) • Average transit access time <p><u>Environment</u> – Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)</p> <ul style="list-style-type: none"> • CO, ROG, NOx, PM10, PM2.5, - Meet the applicable SIP Emission Budget and the Transportation Conformity requirements <p><u>Reliability</u> – Transportation system should have reasonable and dependable levels of service by mode. (All Trips)</p> <ul style="list-style-type: none"> • Transit – 63% • Highway – 76% <p><u>Safety</u> – Transportation system should provide minimal accident, death, and injury. (All Trips)</p> <ul style="list-style-type: none"> • Fatalities Per Million Passenger Miles – 0 • Injury Accidents – 0 <p><u>Equity/Environmental Justice</u> – The benefits of transportation investments should be equitably distributed among all ethnic, age, and income groups. (All Trips)</p> <ul style="list-style-type: none"> • By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles <p>Cost Effectiveness – Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility, and Safety</p>	<p>Development under the Specific Plan would connect to existing roadways in the immediate vicinity of the Project site. No new regional transportation investments would be needed to support the project. The Rice Avenue/Ventura Freeway interchange reconstruction has started and the Del Norte/Ventura Freeway interchange reconstruction is being planned for improvements that anticipates the buildout of the project/plan</p>

**Table IV.B-2
SCAG RCPG Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<ul style="list-style-type: none">Return on Total Investment – Optimize return on Transportation Investments	
<i>Policy 4.02:</i> Transportation investments shall mitigate environmental impacts to an acceptable level.	Mitigation measures I-1 through I-16 are recommended to reduce the traffic-related impacts of the proposed project. (Note: Contributions to improve city streets is not a part of the RCPG.)
<i>Policy 4.04:</i> Transportation Control Measures shall be a priority.	Development under the Specific Plan would connect to existing roadways in the immediate vicinity of the project site. No new regional transportation control measures or infrastructure would be needed to support the project. The Project would contribute to City-wide improvements through applicable development traffic fees.
<i>Policy 4.16:</i> Maintaining and operating the existing transportation system will be a priority over expanding capacity.	
<i>Air Quality Chapter</i>	
<i>Policy 5.07:</i> Determine specific programs and associated actions needed (e.g., indirect sources rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	As discussed in Section IV.I, Traffic and Circulation, a mandatory Transportation Demand Management (TDM) plan and program is required for the Project. The operators within the Specific Plan site would also be required to comply with all applicable rules and regulations adopted by the VCAPCD.
<i>Policy 5.11:</i> Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county subregional, and local) consider air quality, land used, transportation, and economic relationships to ensure consistency and minimize conflicts.	Mitigation measure C-2 is recommended to ensure compatibility with the project site and adjacent agricultural operations. The technical analyses in this EIR concluded that no other conflicts between the project and adjacent properties would occur.
<i>Source: SCAG RCPG, 1996; Christopher A. Joseph & Associates, 2009.</i>	

Oxnard 2020 General Plan Policies

The City of 2020 Oxnard General Plan contains goals, objectives, and policies to guide development and reduce the potential impacts of new development within the City. Existence of an inconsistency between a project and an applicable general plan goal or policy is a legal determination, vested in the City Council and subject to court review if challenged. Inconsistency is not an impact under CEQA – plan inconsistencies in and of themselves are not significant impacts on the environment under CEQA. The City of Oxnard 2020 General Plan identified policies, and their applicability to the proposed project are discussed in Table IV.B-3.

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
Land Use Element	
Policy: Property along the freeway corridor frontage should be designated for commercial or business and research park use.	The Specific Plan designates the first tier area along the Ventura Freeway frontage for office and business research uses. Light industrial uses would be located further away from the freeway and south of the business research uses.
Policy: Office exclusive uses within the business and research park designated areas shall be limited to the first tier of lots adjacent to a freeway or major thoroughfare.	
Open Space/Conservation Element	
Policy 6: The City should encourage measures that maintain clean air and water.	Section IV.J, Air Quality, of this EIR recommends mitigation for reducing the construction-related and operational air quality impacts of the proposed project. The discussion of hydrology and water quality impacts in Section IV.H, Hydrology and Water Quality recommends mitigation measures for the proposed project to reduce dust, siltation, and general water quality.
Policy 7: The City should support anti-pollution measures and seek to control activities and developments that improve air and water quality.	
Policy 8: The City shall require as a condition of approval for new development, wherever a short-term construction impact to air quality is identified, that dust control procedures and other measures designed to reduce the impact in ambient air quality are implemented.	
Policy 17: The City shall require by conditions of approval that silt and sediment from construction be either minimized or prohibited.	
Policy 19: The City shall promote the use of water conservation measures, such as use of reclaimed water, efficient low flow fixtures and irrigations systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs.	Section IV.M, Public Services and Utilities requires five mitigation measures to reduce the potable water demand of the project and require recycled water for irrigation.
Policy 20: The City shall require water conservation design measures as a condition of approval for new development.	
Policy 23: The City shall require minimization of paved and impervious surfaces to the extent feasible in new development.	The Specific Plan includes a Landscape Master Plan than would provide pervious surfaces within the industrial project site in compliance or exceeding applicable City and/or State guidelines under AB 325 and AB 1881.

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 41:</i> The City should encourage new development to be sited in areas other than areas with high geologic, tsunami, flood, beach erosion, fire, or airport hazard potential.	The Specific Plan site is not located in an area with high geologic hazards or proximate to the coastline. Therefore, the potential for beach erosion or tsunami hazard does not exist. Although the eastern portion of the Specific Plan site is located within the protected zone for the Camarillo Airport, the proposed uses would be compatible with the recommended restrictions and Project implementation is not expected to result in any abnormal or significant safety hazard for the employees, residents, or patrons of the project site.
<i>Policy 47:</i> The City shall employ Intelligent Transportation System (ITS) measures – including, as appropriate, bus turn-outs, street widening, or traffic signal synchronization – to mitigate traffic-related air emissions impacts.	Mitigation measures are provided in section IV.J to reduce the air quality impacts of the Project. These include ITS measures as part of the City’s adopted ITS plan. In addition, a TDM plan is required and all business located within the park would be required to participate in the plan when activated.
<i>Policy 50:</i> The City shall consider requiring Transportation Management Associations for multiple projects that may have adverse air quality impacts related to mobile sources, and contributions to off-site TDM funds to reduce residential impacts that cannot be mitigated on a project-specific basis.	
<i>Policy 51:</i> The City shall provide traffic system improvements sufficient to reduce congestion at the congested intersections where CO concentrations may exceed state or federal standards and which would impact sensitive receptors.	
<i>Policy 52:</i> For new construction at congested intersections with the potential for excessive CO exposure to sensitive receptors, the City shall consider: a. Requiring modeling or monitoring, as appropriate, of potential CO impact prior to construction of all projects where project EIR analysis indicate that any intersection might experience CO concentrations in excess of state standards. b. Prohibiting the construction of residences or buildings serving the public lacking ventilation systems within 25 feet (or an appropriate distance established by further site-specific analysis) from the affected intersection.	Section IV.J, Air Quality identifies future localized CO concentrations and concludes that implementation of the proposed Project would not expose any sensitive receptors located in close proximity to the study area intersections to substantial CO concentrations.
<i>Policy 53:</i> The City shall require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emissions requirements. At such times as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.	These requirements are addressed in mitigation measure J-2.

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 54:</i> During smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.	
<i>Policy 55:</i> To minimize dust and air emissions impacts from construction impact, the City shall consider requiring the following as a condition of obtaining permits:	These requirements are addressed in mitigation measure J-1.
<i>Policy 56:</i> Permitting of any industrial development shall not be completed without a thorough evaluation of the potential impact of toxic air contaminants (TAC) emissions from the facility.	The specific uses that would occupy the Specific Plan site are not known at this time. Some of the uses may use products that generate TAC emissions, while others may not. The individual occupants would be subject to the permitting authority of the City and the VCAPCD prior to receiving approval to use any products that could cause a significant health risk to nearby land uses.
<i>Policy 57:</i> Development projects for which air quality impacts are identified in their respective EIRs shall be subject to mitigation monitoring as required by AB 3180. Such monitoring programs should be drawn up as part of each project's condition of approval. The cumulative results of mitigation monitoring should be considered in the City's Five-Year Development Plan.	All mitigation measures recommended in this EIR would be implemented and monitored as required by AB 3180. The Mitigation Monitoring Program will be included in the Final EIR.
<i>Community Design Element</i>	
<i>Policy 2:</i> Freeway corridors should be improved aesthetically through the use of landscaping and adjacent architectural treatment.	The Ventura Freeway corridor immediately north and parallel to the Project site would be improved aesthetically with the addition of office and commercial architectural design and treatments as well as associated signage and landscaping, per the Landscape Master Plan, Sign Program, and Development Standards of the Specific Plan.
<i>Policy 10:</i> The City shall continue to implement the Art-In-Public Places Program and encourage the placement of art in major new residential, commercial, industrial, institutional, and governmental development projects.	A Public Arts Program and/or payment of a public art fee would be provided as part of the project.
<i>Safety Element</i>	
<i>Policy 2:</i> The City shall require that adequate soils, geologic, and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for all new development.	The potential impacts associated with geology and soils are evaluated in Section IV.F of this Draft EIR.
<i>Policy 3:</i> The City should require that geologic reports, building plans, and the appropriate sections of environmental impact reports be reviewed by registered engineering geologists and/or structural engineers.	

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 6:</i> All proposed development shall be required to complete a site-specific soils investigation, which addresses at a minimum liquefaction and compressible soil characteristics on-site. A report shall be submitted to the City detailing the findings of this soil investigation, and the report shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed development. All recommendations of said report shall be incorporated into the development as conditions of approval.	
<i>Policy 9:</i> All existing and future abandoned oil wells shall be required to be capped and secured according to the California Division of Oil and Gas Standards.	The Project site has six abandoned an capped oil wells.
<i>Policy 13:</i> As a condition of approval, the City shall continue to require any new development to mitigate flooding problems identified by the National Flood Insurance Program.	The Project site is not located within a 100-year flood hazard area.
<i>Policy 18:</i> The surface area over abandoned wells should not be covered with new structures or streets, so equipment can be moved in if the well starts to leak.	The Project site has six abandoned an capped oil wells. Water wells and monitoring wells will be closed in compliance with City and State standards as development occurs.
<i>Policy 20:</i> The City shall not permit any use which poses a high risk to the health, safety, and welfare of the residents, workers, and visitors, or the natural environment of the City. A high risk uses is any use which may have an inherent potential for significantly contaminating soils, ground water, or air and which may affect human and biological health, safety, and welfare through upset, explosion, or fluid or airborne leakage.	The commercial and business office use aspects of the proposed development would not typically handle, use, or dispose of hazardous materials, with the limited exception of standard cleaning products and pesticides or herbicides used in association with standard landscaping and maintenance practices. Employees who work at locations where hazardous materials are found, such as light industrial facilities, could be at risk due to increased hazardous materials use associated with implementation of the proposed project. However, State, federal, and local regulations ensure that the potential for worker and/or public exposure to hazardous materials from improper or unsafe activities, or from accidents, is less than significant.
<i>Policy 26:</i> New commercial and industrial development shall provide sprinklers per City Fire Department requirements, and shall incorporate measures for fire prevention and access for firefighting personnel and equipment.	These are standard Fire Department conditions of approval that the City would require of the new buildings constructed at the project site.
<i>Policy 29:</i> The City requires all new projects to have fire service equipment and sprinkler systems.	

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 30:</i> The City prohibits new development in any areas not served by sufficient water pressure to meet current standards.	The existing area surrounding the Project site is provided with water pressure that meets current City standards. The water mains throughout the new development area would be sized in accordance with calculations for the maximum projected water demand. Should fire protection needs exceed the capacity of the proposed system, additional system upgrades would be completed by the facility or parcel requiring such upgrades to accommodate these increased requirements.
<i>Policy 33:</i> New commercial and industrial development shall provide sprinklers per City Fire Department requirements, and shall incorporate measures for fire prevention and access for fire fighting personnel and equipment.	These are standard conditions of approval that the City would require of the new buildings constructed at the project site.
<i>Policy 35:</i> The City should require the Police Department to review all proposed development projects for potentially dangerous situations, and implement its recommendations.	The City Police Department participated in the review process of the Specific Plan and the Specific Plan reflects the input of the Police Department.
<i>Policy 37:</i> The City should require crime prevention devices (deadbolts, locks, peepholes, etc.) in all new development.	These are standard conditions of approval that the City would require of the new buildings constructed at the Project site.
<i>Circulation Element</i>	
<i>Policy 1:</i> Where environmentally feasible, all intersections in the City of Oxnard should operate at Level of Service "C," with the exception of Oxnard Blvd. (State Route 1), which will experience higher levels of congestion until a bypass expressway is constructed.	In December, 2008, the City Council adopted a Traffic Mitigation Plan that re-confirmed "C" as the desired level of service for all plan intersections with five named exceptions where mitigations were determined to be infeasible. LOS may be below "C" until all improvements are completed.
<i>Policy 2:</i> Transportation system improvements shall be based on credible growth projections using the City's new transportation model.	The analysis of traffic system impacts associated with the proposed project has been conducted using the City of Oxnard Traffic Model.
<i>Policy 3:</i> The City shall utilize the City-wide traffic model in connection with the Growth Management Program project evaluations to determine the traffic impacts of proposed developments in order to assist in developing appropriate mitigation measures.	
<i>Policy 7:</i> Streets shall be constructed to their ultimate width and network gaps shall be closed whenever possible.	All roadways within the project site would be constructed to their full width subject to the phasing plan.

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 9:</i> New office and light industrial developments shall be encouraged to include amenities such as banking, postal, child care and eating facilities in an effort to reduce the number and length of vehicle trips by employees.	Although no specific amenities such as the ones recommended are required in the Specific Plan, these are amenities that could be included in a TDM for the Specific Plan area and these amenities are allowed at the site under the Specific Plan.
<i>Policy 10:</i> The City shall develop and adopt a Transportation Demand Management (TDM) ordinance to encourage new and existing employers of 25-50 employees, and employment centers to reduce the number of single occupant work trips.	A TDM will be prepared for the Project. All businesses will be required to participate in a TDM plan when it is activated.
<i>Policy 12:</i> Employment generating developments shall be encouraged to provide incentives to employees to utilize low-pollution alternatives to the conventional automobile, specifically walking, bicycles, car pools, vanpools and buses.	Bicycle lanes would be located within the public right-of-way for Gonzales Road and the other internal streets consistent with the City Bicycle Facilities Master Plan. Although no specific incentives such as the ones recommended are included in the Specific Plan, these are amenities that are likely to be included in a TDM for the Specific Plan.
<i>Policy 15:</i> The City will continue to support the Ventura County Air Pollution Control District in its efforts to implement transportation demand management strategies, such as Rule 210.	A TDM will be prepared for the Project. All businesses will be required to participate in a TDM plan when it is activated.
<i>Policy 16:</i> The City will continue to improve transit services, including direct, regular, commuter oriented routes to and within high employment areas.	Although Gold Coast Transit service is not currently provided to the project site, development of the Project as well as the Camino Real Business Park Specific Plan project will lead Gold Coast Transit to serve this area of the City.
<i>Policy 17:</i> Proposed developments shall be required to include transit facilities, such as bus benches, shelters, pads or turnouts, where appropriate, in their improvement plans.	Gold Coast Transit service is not currently provided to the project site. However, transit access to the project site could be provided from Rice Avenue as well as a new extension of Gonzales Road eastward from Rice Avenue.
<i>Policy 25:</i> The City shall continue to implement construction of the bicycle network.	Bicycle lanes would be located within the public right-of-way for Gonzales Road and other internal streets consistent with the City Bicycle Facilities Master Plan.
<i>Policy 26:</i> Plans for bicycle and pedestrian facilities shall give priority to providing continuity and closing gaps in the bike path and sidewalk network.	
<i>Policy 27:</i> Where appropriate, proposed developments shall be required to include bicycle paths or lanes in their street improvement plans.	
<i>Policy 28:</i> The City shall require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.	Pedestrian circulation within the site would be provided by 5-foot sidewalks integrated into the landscaped streetscape.
<i>Policy 29:</i> Public sidewalks (within the dedicated public right-of-way) shall be required on both sides of City streets in all types of future development.	

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 30:</i> The City shall require the installation of handicapped ramp curb-cuts with all new roadway construction and significant reconstruction of existing roadways.	This is a standard condition of approval that the City would require of the new buildings constructed at the project site.
<i>Policy 31:</i> Pedestrian and bicycle paths shall be constructed between employment centers and contiguous residential areas.	Bicycle lanes would be located within the public right-of-way for Gonzales Road and other internal streets consistent with the City of Oxnard Bicycle Facilities Master Plan.
Public Facilities Element	
<i>Policy 1:</i> Resource recovery shall be utilized to reduce the amount of solid waste that needs disposal.	The City currently collects and disposes refuse through the City-owned Del Norte Regional Recycling and Transfer Station. Del Norte recycles 50-80 percent of the refuse it receives. This facility was opened in 1996 to assist the City in meeting the needs of AB 939.
<i>Policy 3:</i> The City shall require applicants for discretionary development approval to employ practices that reduce the quantities of wastes generated and promote resource recovery.	The City Solid Waste Division offers waste reduction education to schools and community groups; and technical recycling assistance to commercial and industrial sectors.
<i>Policy 10:</i> Applicants for proposed expansions or new development of commercial or industrial projects shall prepare a hazardous waste minimization audit as part of the application procedure. A hazardous waste minimization program shall be a condition of approval for such projects.	This is a standard condition of approval that the City would require of the new buildings constructed at the project site.
<i>Policy 11:</i> The City should encourage water recycling and resource recovery, where possible, in industrial operations to minimize sewer flows and sewer treatment demands.	The Specific Plan Sewer System Plan is based on, and is consistent with, the City Wastewater Master Plan.
<i>Policy 15:</i> Development plans shall incorporate adequate on-site and, if necessary, off-site facilities as a condition of approval.	The proposed Storm Drainage Plan anticipates the construction of storm water detention facilities equipped with outlet control structures to effectively limit storm water discharges from the site to 1 cfs per acre. Discharges less than 1 cfs per acre would pass through the proposed storm drain system and discharge to the northerly terminus of the Sturgis Road drain. Discharges in excess of 1 cfs per acre, or the difference between a 10-year and 100-year storm, as such flows develop, would be detained on site. Storm water detention facilities would be located within the site to limit the developed flows to pre-development levels. The Specific Plan storm drain system would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) as described in the City's permit as well as the provisions of the Ventura County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) where applicable.

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 17:</i> The City shall promote water conservation in landscaping for City, residential, commercial and industrial facilities and require that such developments incorporate low water demand and drought tolerant plants into landscaping plans.	The Specific Plan Landscape Master Plan includes drought tolerant plants. In addition, Section IV.M, Public Services and Utilities recommends mitigation measures to reduce the potable water demand of the project and require use of recycled water for irrigation.
<i>Policy 18:</i> The City shall continue and enhance its voluntary water conservation program, including the mandatory installation of ultra low-flush toilets and reduced flow shower heads and faucets in new development.	
<i>Policy 22:</i> New development shall be designed to avoid impacts to VCFCF facilities.	The proposed drainage system would extend to the onsite detention basin and then to the Sturgis Road drain subject to the City's NPDES permit and other applicable regulations.
<i>Policy 23:</i> New development shall meet adopted standards to avoid impacts from 100-year storm runoff.	The Project site is not located within a 100-year flood hazard area.
<i>Policy 24:</i> Prior to the approval of any specific project, the City shall determine through the Project Consistency Reports if adequate capacity exists within that part of the drainage network which serves the project. If adequate capacity does not exist, development of the project shall be delayed until planned infrastructure improvements occur, or the developer shall be required to provide the infrastructure improvements necessary to achieve sufficient capacity.	The proposed Storm Drainage Plan anticipates the construction of storm water detention facilities equipped with outlet control structures to effectively limit storm water discharges from the site to 1 cfs per acre. Discharges less than 1 cfs per acre would pass through the proposed storm drain system and discharge to the northerly terminus of the Sturgis Road drain. Discharges in excess of 1 cfs per acre, or the difference between a 10-year and 100-year storm, as such flows develop, would be detained on site. Storm water detention facilities would be located within the site to limit the developed flows to pre-development levels.
<i>Policy 28:</i> Through the Drainage/Storm Drain Master Plan, the City shall utilize the VCFCF's runoff methodology for the purposes of determining impacts on VCFCF facilities.	
<i>Policy 34:</i> The City shall continue to collect development fees for school district use from commercial, industrial and residential development.	This is a standard condition of approval that the City would require of the new buildings constructed at the project site.
<i>Economic Development</i>	
<i>Policy 3:</i> For industrial and commercial development, the City will require high quality development standards which will, to the extent possible, preserve agricultural land and minimize adverse environmental impacts.	The Draft Specific Plan identifies the design standards that are proposed for the Project site. The City has already planned for the conversion of the Project site from agricultural to urban uses.
<i>Noise Element</i>	
<i>Policy 1:</i> The City should encourage land uses that are not noise sensitive in areas that are permanently committed to noise producing land uses, such as transportation corridors.	As discussed in Section IV.K, Noise, future noise levels at the Project site would not exceed City standards for office, industrial, and residential uses.

**Table IV.B-3
Oxnard 2020 General Plan Policy Discussion**

Policy	Discussion in terms of the Sakioka Farms Business Park Specific Plan
<i>Policy 6:</i> Proposed development projects shall not generate more noise than that classified as “satisfactory,” as determined by the noise compatibility standards, on nearby property. Project applicants shall reduce or buffer the noise generated by their projects.	As discussed in Section IV.K, Noise, the addition of project-generated traffic generated traffic to the Ventura Freeway and nearby roadways would be minimal and would not exceed the thresholds of significance used in this EIR.
<i>Policy 8:</i> The City shall continue to enforce State Noise Insulation Standards for proposed projects in suspected high noise environments. The Planning Division shall notify prospective developers that, as a condition of permit issuance, they must comply with noise mitigation measures, which are designed by an acoustical engineer. No building permits will be issued without City staff approval of the acoustical report/design.	This is a standard condition of approval that the City would require of the new buildings constructed at the Project site. As discussed in Section IV.K, Noise, future noise levels at the Project site would not exceed City standards for office, industrial, and residential uses.
<i>Policy 9:</i> The City shall establish noise referral zones along existing or proposed major transportation routes. Proposed development within these zones should be evaluated for noise impacts.	As discussed in Section IV.K, Noise, future noise levels at the Project site would not exceed City standards for office, industrial, and residential uses.
<i>Policy 11:</i> Noise contour maps and tables shall be utilized as a guide to future land use decisions.	
<i>Source: Oxnard 2020 General Plan; Christopher A. Joseph & Associates, 2009.</i>	

Implementation of the Specific Plan would include a Zone Change of a portion of the Plan area from the BRP to M1 Light Manufacturing land use designation. The requested Zone Change would support the goals of the City of Oxnard 2020 General Plan and the stated purpose of Oxnard City Ordinance in establishing the M1 zone along with the existing BRP area. Based on this information, approval of the requested Zone Change would result in a less-than-significant impact.

Applicable Conservation Plan or Natural Community Conservation Plan

The Project site is not subject to any conservation plan or natural community conservation plan. As previously discussed, the Project site is located in an area designated for Specific Plan uses under the 2020 General Plan. The Project site currently contains agricultural uses with some limited light industrial uses. Therefore, the proposed Project would not conflict with any habitat conservation plan or community conservation plan, and there would be no impact.

Oxnard 2020 Land Use Map

The 2020 General Plan land use designations for the Project area are 134.6 acres of BRP and 287.8 acres of ILT (Light Industrial). Using the maximum FAR for each category (BRP: 0.6, ILT: 0.45) yields potential development of 9.2 million square feet. The Project proposes a maximum of 8.5 million square feet, a decrease of 7.6% over the 2020 General Plan. The decrease is largely due to the Project’s proposal

of 1.4 million sf of BRP compared to the 2020 General Plan's planned 3.5 million sf. As the Project proposes a less intense development than the 2020 General Plan, the environmental impact is also lessened.

Oxnard 2030 General Plan

The Draft 2030 General Plan may be adopted prior to certification of this EIR and/or entitlement action on the Project. The proposed specific plan is generally consistent with the Draft 2030 General Plan Land Use Map as of March 2010. An EIR Addendum may be required to document the Project's consistency with the 2030 General Plan in its final adopted version.

MITIGATION MEASURES

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

B – 1 If the Oxnard 2030 General Plan is adopted before the Final Sakioka Farms EIR is certified or the Development Services Director determines that the Sakioka Farms Specific Plan final adoption actions are likely to occur after adoption of the Oxnard 2030 General Plan, a 2030 General Plan consistency analysis shall be completed by the City and reimbursed by the Applicant. The 2030 General Plan consistency analysis shall, at a minimum, be prepared as an Addendum to the Draft or Final Sakioka Farms EIR, whichever is applicable. If the 2030 General Plan consistency analysis identifies significant impacts and/or new or modified mitigations, the appropriate CEQA-required actions shall be taken, the costs of which are to be reimbursed by the Applicant consistent with the City's CEQA review policies and practices.

CUMULATIVE IMPACTS

Development of the Project in conjunction with the related projects would result in further "infilling" of various urban land uses in the City. Each related project would be subject to individual review for conformance to current land use designations and zoning, and compatibility with surrounding land uses. Additionally, each related project would be subject to independent environmental review. These procedures would provide assurances that potential cumulative impacts related to land use consistency and compatibility would generally be less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and

Transportation (five intersections operate below Level of Service ‘C’); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of land use impacts.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The potential land use impacts associated with the proposed Specific Plan are determined to be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

IV.C. AGRICULTURAL RESOURCES

INTRODUCTION

This section of the EIR evaluates the potential impacts associated with the conversion of the Project site from active agricultural operations to urban land uses. The conversion of agricultural-designated land at the Project site to urban uses was previously evaluated in the EIRs for the City of Oxnard 2020 General Plan, the Northeast Industrial Area, and the 2030 General Plan. In all instances, the loss of agricultural land was considered to be a significant and unavoidable environmental impact, and a Statement of Overriding Considerations was adopted by the City of Oxnard City Council along with the designation of the site to urban uses.¹

ENVIRONMENTAL SETTING

Agricultural Production and Crop Value

Ventura County has a long history of agricultural production. Table IV.C-1 identifies 2004 to 2008 data on agricultural crop values in Ventura County. As shown, crop values have increased over the period, although the overall values decreased between 2004 and 2005. In this period, strawberries were the leading agricultural commodity in Ventura County with a value of \$393,507,000 in 2008.

Table IV.C-1
Five Year Comparison of Ventura County Crop Values

Crop	2004	2005	2006	2007	2008
Fruit and Nut Crops	\$740,039,000	\$652,777,000	\$755,700,000	\$752,138,000	\$823,464,000
Vegetable Crops	\$354,514,000	\$330,269,000	\$426,659,000	\$442,220,000	\$427,742,000
Livestock & Poultry Products	\$1,942,000	\$2,150,000	\$4,775,000	\$9,006,000	\$6,853,000
Apiary Products	\$362,000	\$509,000	\$431,000	\$640,000	\$463,000
Nursery Stock	\$222,214,000	\$213,661,000	\$263,890,000	\$292,989,000	\$298,690,000
Cut Flowers	\$65,663,000	\$51,751,000	\$52,456,000	\$48,646,000	\$51,297,000
Field Crops	\$2,270,000	\$1,931,000	\$1,677,000	\$1,624,000	\$2,580,000
Timber	\$71,000	\$62,000	\$16,000	\$17,000	\$10,000
Biological Control	\$2,377,000	\$1,999,000	\$2,570,000	\$2,718,000	\$2,148,000
Total	\$1,389,452,000	\$1,225,109,000	\$1,508,174,000	\$1,549,988,000	\$1,613,247,000

Source: County of Ventura Agricultural Commissioner, Ventura County Annual Crop and Livestock Report for 2008.

¹ The 2030 General Plan may not have been adopted. The 2030 General Plan Program EIR was certified on February 2, 2010.

Oxnard Agriculture

The City of Oxnard is located in the western part of the fertile Oxnard Plain. The City is bordered by agricultural production and greenbelts on three sides, typically row crops and strawberries with a few smaller areas used for cut flowers. The Project site, located within City limits, is cultivated each year with strawberries, celery, cabbage, lettuce, and peppers.

Farmland and Soil Classification

The U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) identifies, maps, and classifies the various soil types in Ventura County. The existing soil types, water availability, and quality are some of the predominant factors that determine where agricultural cultivation will occur and what types of crops will be grown. Soil units are classified according to their characteristics with an emphasis on those features that influence their suitability for the growing of crop plants, grasses, and trees. Soil units form a mixed pattern so that they have been grouped based on similar characteristics and are represented as an association, represented as one unit on the map. Within these soil types, minor soil differences, such as the variations in effective rooting depth, slope, erosion, drainage, and salt content or alkali content maybe an important factor for agricultural production.

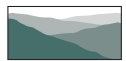
One method the NRCS uses to rate the suitability of soils for agriculture is the Storie Index. This index expresses numerically the relative degree of suitability of a soil for general intensive agriculture as it exists at the time of evaluation. The rating is based on soil characteristics only and is obtained by evaluating such factors as soil depth, surface texture, subsoil characteristics, drainage, salts and alkali, and relief. The six grades and their range in index ratings are shown in Table IV.C-2. A rating of 100 percent expresses the most favorable, or ideal soil, while a lower rating indicates that the soil is less favorable for crop production.

According to the Ventura County Soil Survey, the Project site is underlain by several types of soil as illustrated in Figure IV.C-1. The amount of each soil type at the Project site and its associated Storie Index rating is shown in Table IV.C-3.

State of California Department of Conservation Farmland Classifications

The California Department of Conservation has developed a Farmland Mapping and Monitoring Program that classifies the different agricultural soil types related to their ability to sustain agricultural crops. The soil type classifications are prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, grazing land, urban and built-up land, and other land.

Based on data published by the California Department of Conservation, in 2004 Ventura County had 47,192 acres of prime farmland, 34,979 acres of farmland of statewide importance, 29,0756 acres of unique farmland, and 16,815 acres of farmland of local importance.



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Environmental Planning and Research

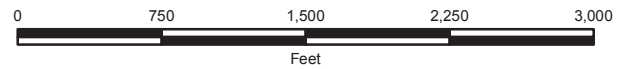


Figure IV.C-1
Soil Survey Map

Table IV.C-2
NRCS Storie Index Ratings

Grade	Index Rating	Description
1	80-100	Few limitations that restrict their use for crops
2	60-80	Suitable for most crops, but have limitations that narrow the choice of crops and have a few special management needs
3	40-60	Suited to a few crops or to special crops and require special management
4	20-40	If used for crops, are severely limited and require special management
5	10-20	Not suited for cultivated crops, but can be used for pasture and range
6	<10	Soil and land types generally not suited to farming
<i>Source: United States Department of Agriculture Soil Conservation Service, Soil Survey of Ventura County, California, Issued April 1970.</i>		

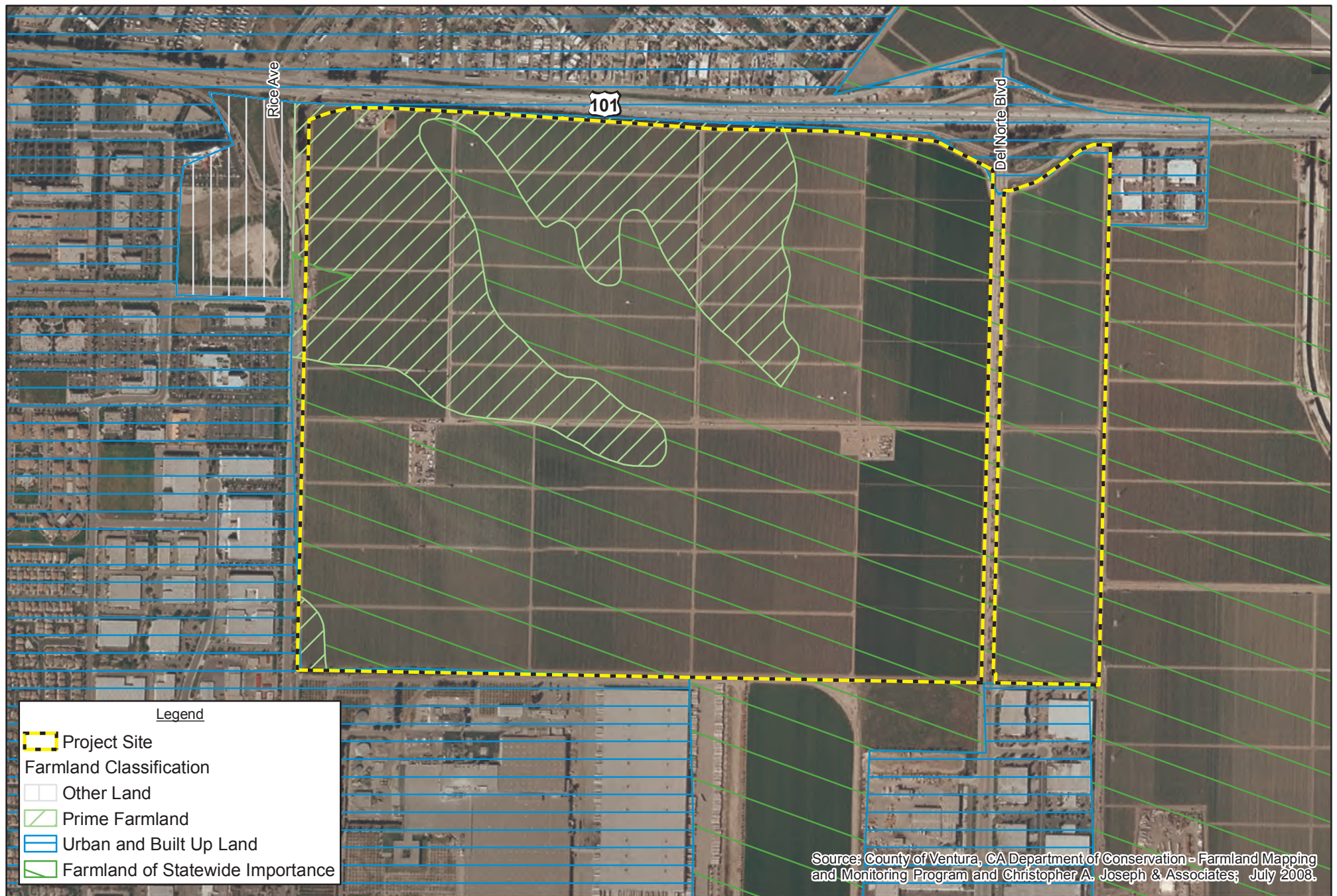
Table IV.C-3
Soils at the Project Site

Soil Type	Acres	Storie Index Rating
Camarillo sandy loam (Cc)	186.8	71
Camarillo loam (Cd)	62.5	75
Camarillo loan, sandy substratum (Ce)	31.0	71
Hueneme loamy sand, loamy substratum (Hm)	73.1	47
Hueneme sandy loam (Hn)	26.8	60
Pacheco silty clay loam (Pa)	44.6	60
<i>Source: United States Department of Agriculture Soil Conservation Service, Soil Survey of Ventura County, California, Issued April 1970.</i>		

The Project site is classified as Prime Farmland and Farmland of Statewide Importance. Prime Farmland is defined as land that has the best combination of physical and chemical characteristics for the production of crops. Farmland of Statewide Importance is defined as being similar to Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Approximately 99.7 acres of the Project site are classified as Prime Farmland with the remaining 323.7 acres designated as Farmland of Statewide Importance, as illustrated in Figure IV.C-2.

Williamson Act Contracts

The California Land Conservation Act of 1965 (the “Williamson Act” – California Government Code Section 51200) recognizes the importance of agricultural land as an economic resource that is vital to the general welfare of society. The enacting legislation declares that the preservation of a maximum amount



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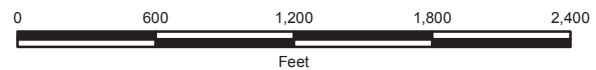


Figure IV.C-2
Important Farmlands

of the limited supply of agricultural land is necessary to the conservation of the state's economic resources, and is necessary not only to the maintenance of the agricultural economy of the state, but also for the assurance of adequate, healthful, and nutritious food for future residents of the state and the nation.

Intended to assist the long-term preservation of prime agricultural land in the state, Williamson Act contracts provide the agricultural landowner with a substantial property tax break for keeping land in agricultural use. When under contract, the landowner no longer pays property tax for an assessed valuation based upon the property's urban development potential. The Williamson Act stipulates that for properties under contract, "the highest and best use of such land during the life of the contract is for agricultural uses." Therefore, property under contract is assessed and taxed based upon its agricultural value. Williamson Act contracts remain in effect for ten to twenty years unless the property owner files for a notice of non-renewal.

The project site is not subject to any Williamson Act contracts. As discussed in Section II, Environmental Setting of this EIR, the Project site is planned for non-agricultural uses.

City Urban Restriction Boundary

In 1998, the voters of the City of Oxnard adopted the SOAR (Save Open Space and Agricultural Resources) initiative establishing the Oxnard City Urban Restriction Boundary (CURB) for the City. The purpose of the SOAR ordinance is to ensure that agricultural, open space, and rural lands located beyond the Oxnard CURB are not prematurely or unnecessarily converted to urban uses unless approved by a majority of Oxnard voters within the SOAR area. SOAR intends to direct development to locations within the existing boundaries of the City. The existing Oxnard CURB defines the urban development boundary for the City until December 31, 2020.

The east property line of the Project site that corresponds to the eastern City limits of the City also corresponds to the Oxnard CURB. As such, the Project site is not subject to the SOAR ordinance.

Regulatory Environment

City of Oxnard 2020 General Plan

As discussed in Section II, Environmental Setting of this EIR, the 2020 General Plan designates the Project site as Business & Research Park and Light Industrial, as well as a specific plan area. The site has corresponding BRP and M-1 zone classifications.

Ventura County Agricultural/Urban Buffer Policy

In an effort to protect public health, safety, and the welfare of the citizens of Ventura County as well as protect the economic viability and long-term sustainability of the county's agricultural industry, the Ventura County Agricultural Policy Advisory Committee (APAC) adopted an agricultural/urban buffer policy (July 19, 2006). This policy provides guidelines to prevent and/or mitigate potential conflicts that may arise at the agricultural/urban interface. These conflicts generally include public and animal exposure to agricultural chemicals, dust, noise, and odors, as well as potential vandalism, pilferage, trespassing, and complaints against standard legal agricultural practices. The policy applies where urban structures or ongoing non-

farming activities are permitted adjacent to land: 1) in crop or orchard production, or 2) classified by the California Department of Conservation Important Farmland Inventory as prime, statewide importance, unique, or local importance. The APAC recommends that a 300-foot setback to new structures and sensitive uses be provided on the non-agricultural property unless a vegetative screen is installed, in which case a 150-foot buffer may be provided. It should be noted that this policy is a recommendation of the APAC and the Ventura County Agriculture Commissioner and, although it is recommended for all agriculture/urban interfaces, it is not required by the County of Ventura or City of Oxnard.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a Project could have a potentially significant impact on agricultural resources if either of the following were to occur:

- (a) 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 non-agricultural use;
- (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use.

Project Impacts

Conversion of Farmland of Statewide Importance

As discussed previously in this EIR section, the Project site is classified as farmland of statewide importance. In order to determine whether the conversion of specific agricultural land to non-agricultural uses is significant, the California Department of Conservation developed quantifiable thresholds and the California Agricultural Land Evaluation and Site Assessment (LESA) system. The LESA system is a point-based approach that is generally used for rating the relative value of agricultural land resources. The LESA system defines and measures two separate sets of factors. The first set, Land Evaluation (LE), includes factors that measure the inherent soil-based qualities of land as they relate to agricultural suitability. The second set, Site Assessment (SA), includes factors that are intended to measure social, economic, and geographic attributes that also contribute to the overall value of agricultural land.

A single LESA score is generated for a given project after all of the individual LE and SA factors have been scored and weighted as detailed in the system. The final score is based on a scale of 100 points, with a given project being capable of deriving a maximum of 50 points from the LE factors and 50 points from the SA factors. Scoring thresholds are based upon both the total LESA score as well as the component LE and SA subscores. In this manner, the scoring thresholds are dependent upon the attainment of a minimum score for the LE and SA subscores so that a single threshold is not the result of heavily skewed subscores (i.e., a site with a very high LE score, but a very low SA score, or vice versa).

The thresholds of significance recommended under the system by the Department of Conservation are identified in Table IV.C-3.

Table IV.C-3
California LESA System Scoring Thresholds of Significance

Total LESA Score	Scoring Decision
0 to 39 Points	Not Considered Significant
40 to 59 Points	Considered Significant <u>only</u> if LE <u>and</u> SA subscores are each <u>greater</u> than or equal to 20 points
60 to 79 Points	Considered Significant <u>unless</u> either LE <u>or</u> SA subscore is <u>less</u> than 20 points
80 to 100 Points	Considered Significant

The LESA system scores for the proposed project site, as calculated by the EIR consultant, are identified in Table IV.C-4.

Because the total LESA score is between 60 and 79 points and both the LE and SA subscores are greater than 20, the proposed conversion of the existing agricultural land would be considered significant under the California LESA system scoring thresholds.

Conflict With Existing Zoning or a Williamson Act Contract

As discussed in Section II, Environmental Setting of this EIR, the 2020 General Plan designates the Project site as Business & Research Park and Light Industrial. The site has a corresponding BRP (Business & Research Park and M-1) zone classification. Therefore, the City has already planned for the eventual conversion of the site from agriculture to urban uses and the Project would not conflict with any existing zoning designations for agricultural resources. The Project site is also not subject to a Williamson Act contract. Therefore, no impact would occur.

Table IV.C-4
LESA System Scores for the Proposed Project

LESA Factors	Factor Scores	Factor Weight	Weighted Factor Scores
LE Factors			
Land Capability Classification	80	0.25	20.0
Storie Index	65.6	0.25	16.4
<i>LE Subtotal</i>		<i>0.50</i>	<i>36.4</i>
SA Factors			
Project Size	100	0.15	15.0
Water Resource Availability	85	0.15	12.8
Surrounding Agricultural Land	50	0.15	7.5
Protected Resource Land	50	0.05	2.5
<i>SA Subtotal</i>		<i>0.5</i>	<i>37.8</i>
Final LESA Score			74.2

Source: Christopher A. Joseph & Associates, 2009. Calculation data are provided in Appendix E.

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

A potential impact could occur if a substantial conflict between the Project's uses and the surrounding agricultural properties occurs to the point that some of the agricultural land must be permanently taken out of production. The Project's light industrial uses would be located immediately west of agricultural land that is located within the unincorporated area of the County. The new uses are not considered to be sensitive to agricultural operations and would be similar to the similar uses to the south, and northeast of the Project site that also border agricultural operations. Therefore, no substantial conflicts between the proposed uses and agricultural uses are expected and an extensive buffer between the Project's buildings and the agricultural areas such as those recommended by the APAC would not be needed to prevent such conflicts.

MITIGATION MEASURES

The following mitigation measure reduces the impact associated with the loss of the land from agricultural production.

- C-1 The project developer shall offer, at cost, the top 12 inches of the Prime Farmland (approximately 100 acres) soils for relocation to a farm site or farm sites that have lower quality soils. The cost will include the suitable replacement soil, if needed for site improvements.

The following mitigation measure reduces the potential for employees or visitors to vandalize, pilferage, or trespass on adjacent agricultural property.

- C-2 The project developer shall install a fence or wall with a minimum height of eight (8) feet along the eastern perimeter of the project site that abuts the unincorporated portion of Ventura County. Fencing may be required between developed phases of the Project and continuing agricultural operations on the remaining Project site based on subsequent entitlement actions.

CUMULATIVE IMPACTS

To the immediate east of the project site is the Camino Real Business Park Specific Plan approved by the City in 2008 for up to 675,000 square feet of Business Research and Light Industrial uses similar to those proposed for the Sakioka Farms Specific Plan. Therefore, the City has already approved the eventual conversion of the Camino Real Business Park Specific Plan site from agriculture to urban uses. The Camino Real Business Park Specific Plan site is also not subject to a Williamson Act contract. The cumulative conversion of the two adjacent sites of nearly 500 acres from agriculture to non-agricultural uses is a substantial loss of the agricultural land within the County of Ventura. This would be a significant unmitigated cumulative impact as previously found in the 2020 General Plan EIR, Northeast Industrial EIR, and 2030 General Plan EIR.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures in this section would allow that no Prime Farmland soils are lost as a result of the Project and that employees and/or visitors of the Project site would have minimal opportunity to vandalize, pilferage, or trespass on the agricultural property to the east. The cumulative permanent conversion of 500 acres to non-agricultural uses is an unavoidable significant impact even with the implementation of the recommended mitigation measures..

IV. ENVIRONMENTAL IMPACT ANALYSIS

D. AESTHETICS

ENVIRONMENTAL SETTING

Aesthetic impact assessment generally deals with the issue of contrast, or the degree to which elements of the environment differ visually. Aesthetic features occur in a diverse array of environments, ranging in character from urban centers to rural regions and wildlands. Adverse visual effects can include the loss of natural features or areas, the removal of urban features with aesthetic value, or the introduction of contrasting urban features into natural areas or urban settings. The inherent subjectivity of issues and values of visual character creates a challenge in arriving at a conclusive determination of what constitutes a “significant impact” for the purposes of CEQA.

The following analysis takes into account two attributes of aesthetic values with respect to environmental impacts: 1) aesthetics or visual character, and 2) viewshed. The former pertains to aspects of the visual character of existing development and of the proposed Project, such as architecture, color, design, mass and height. The latter refers primarily to views of the Project site from varying vantage points, as well as views from or adjacent to the site of such visual features such as open spaces, and mountain ranges.

Impacts regarding visual character typically include changes to the style or ambiance of a community, the insertion of a prominent feature that changes the original visual character of an area, or the elimination of a significant natural feature (or open space).

Regarding viewshed, “significant impact” for the purposes of CEQA typically consists of the loss or obstruction of a valued scenic vista or views of the horizon. These impacts also include changes in the character of the viewshed, such as the elimination or obstruction of natural features.

Aesthetic or Visual Character

Visual Character of Project Vicinity

The Project area is located in the northeastern portion of City of Oxnard bounded by the Ventura Freeway to the north, industrial and industrial related uses to the west and south, and the Oxnard-Camarillo Greenbelt to the east. The Project site is also located within the Northeast Industrial Area, consisting of approximately 1,400 acres designated for Limited Industrial, Light Industrial and Business and Research Park uses.

The boundaries of the City are delineated by the Pacific Ocean to the west and south, the Santa Clara River to the north and the Oxnard-Camarillo Greenbelt to the east and northeast, abutting the Project site. Prominent visual features visible from most vantage points throughout the City include the Santa Monica Mountains to the east and the Camarillo Hills, Los Padres Mountains, and Los Padres National Forest to the north which provide a contrast to the predominantly level to gently sloping topography of the City and the area surrounding the project site. In general, due to the City’s flat topography, views within most

areas of the City are generally limited to the foreground elements that characterize that particular area, usually houses, commercial structures, industrial uses and streetscapes. However, background views of the Coastal Mountain Range and Los Padres Mountains are available along several roadways. Within the area surrounding the Project site, views are generally limited to the acres of cropland on the Project site or the low-rise structures surrounding the project site. However, Rice Avenue, abutting the site to the west, is a view corridor providing northerly and southerly of mountains.¹

The visual setting of the Project area is characterized by both the nature of the agricultural open space to the east and northeast and the industrial uses to the south and west. Agricultural green spaces located in the County surrounding Oxnard are defined by the City as important natural scenic resources, providing a green buffer surrounding the City. The areas immediately east of the Project site and to the northeast, are predominantly agricultural greenspace within the Oxnard-Camarillo Greenbelt Agreement Area. The Oxnard-Camarillo Greenbelt Agreement area was established by the cities of Oxnard and Camarillo, County of Ventura, and the Ventura County Local Agency Formation Commission (LAFCO) to create a permanent open space area between the cities of Oxnard and Camarillo in order to preserve open spaces and agriculture uses, provide a special separation between the cities, and preserve individual community identity.

There are no official state designated scenic routes or highways in the area surrounding the Project site.² However, major transportation routes border the Project area: Ventura Freeway to the north, Rice Avenue to the west, and Del Norte Boulevard bisecting the eastern portion of the project site, are all designated as scenic routes within the Oxnard Scenic Highway System because they are of scenic interest or importance to the image of Oxnard. Additionally the 2020 General Plan Community Design Element designates the Ventura Freeway as a “Regional Image Corridor” and Rice Avenue as a “City Image Corridor.” The City acknowledges that some of the present land uses adjacent to the freeway corridor are incompatible or deteriorated, and consequently detract from the visual quality of the City.³ Both Rice Avenue and Del Norte Boulevard are north/south thoroughfares with freeway access. Rice Avenue is a six-lane arterial city street serving light industrial, part of the National Highway System and a Port of Hueneme access route.

Rice Avenue is a view corridor that is currently characterized by a starkly contrasting visual environment. On the west side, several industrial or industrial related uses have recently been or are currently being constructed, including clustered activity at the Gonzales Road intersection. Development includes office, research, industrial and other related uses housed within contemporary, low rise, business parks. Recent construction projects have incorporated a variety of architectural treatments to reduce massing and create

¹ City of Oxnard 2020 General Plan, Community Design Element.

² Caltrans Map of Designated Scenic Routes.

³ City of Oxnard 2020 General Plan, Open Space and Conservation Element.

a visually pleasing and interesting development. Wide landscaped setbacks and buffers characterize many developments located on Rice Avenue south of Gonzales Road.

Development along the west side of Rice Avenue sharply contrasts with the character of the agricultural uses encompassing the Project site. Views of the east side of Rice Avenue are dominated by row crop production separated from the roadway by three-foot high cyclone fencing. Overhead utility poles, cables and wires, absent along the west side of Rice Avenue, provide the only vertical elements. For motorists traveling along Rice Avenue, uninterrupted views of the Project site extend for over one-half a mile to the north and east.

In the area along the east side of the Project site, Del Norte Boulevard provides access to the Ventura Freeway. The segment that bisects the Project site provides four lanes and functions as a secondary arterial and is characterized by agricultural development both to the east and west. Industrial development is located along Del Norte south of the Project site. Del Norte Boulevard and Rice Avenue are divided roadways with landscaped medians in the vicinity of the Project site.

The areas to the west and south of the Project site are designated for industrial uses containing properties that are either vacant, partially developed or fully developed with single office/industrial uses, small complexes, business parks, or other industrial-related developments. The built environment is characterized by primarily low-rise structures of three stories or less and surface parking with a range of buffers between the parking areas, buildings and the streets. The majority of the structures are contemporary yet simple, employing subtle tones, neutral colors and limited surface or architectural articulation. Many of the newer structures, such as those along the west side of Rice Avenue have incorporated horizontal elements such as black or green windows to reduce massing. Newer construction reflects more detailed design and the incorporation of architectural treatments to create more visually interesting facades including vaulted entrances or stepped buildings or the incorporation of unique entry treatments, accent colors, and complimentary materials. Many buildings exhibit few architectural treatments or accents beyond window placement. However, flat rooflines prevail throughout the area with the exception of the Hilton hotel to the northwest of the Specific Plan area, which employs vertical rather than horizontal elements, a variety of surface articulations, fenestrations, and other dynamic elements. Older structures or developments are more utilitarian in character such as the one- and two-story structures within the Camino Real Business Park.

Landscape trees of various species and sizes occur throughout the vicinity surrounding the Project area. Landscaping in parking lots and along the perimeter of the sites incorporate grass, ornamental shrubs, trees and other plants are in various stages of maturity. The predominant type of trees used along roadways including within the medians is a palm. Stands of eucalyptus and windrows are often found growing along the perimeter of properties having been planted to provide protection for crops. These trees often comprise the “skyline” in predominantly agricultural areas. Refer to Figures II-8 through II-11 in Section II, Environmental Setting for views of the surrounding uses from the Project site.

The built environment is characterized by low intensity development and the scale and massing of

buildings do not overwhelm the nearby agricultural uses. As the area is not an activity node for pedestrians or retail commercial uses, in general, the buildings are not pedestrian oriented. Vacant properties located intermittently between developments are covered in dirt and weeds that further deter pedestrian activities. The closest area zoned for residential use and the nearest residential development are located north the Ventura Freeway.

The Community Design Element of the 2020 General Plan addresses the lack of community identity at major entryways to the City along key transportation routes. The City's primary northern access points are from the Ventura Freeway at Rice Avenue. Most of the City's defined entry points are in need of revitalization and visual upgrading.

Visual Character of the Project Site

The Project site encompasses approximately 430 acres of agriculture/open space planted with several types of row crops. With the exception of a few farming related structures (i.e., sheds) the site is undeveloped. Although the site has only been used for agriculture and remains undeveloped, it was nevertheless altered when it was converted to agriculture uses from its natural setting. Refer to Figures II-3 through II-6 in Section II, Environmental Setting, for views of the Project site.

The Project site is flat with no unique landform, natural features, nor significant scenic resources as defined by CEQA, such as trees, rock outcroppings, or historic buildings. With the exception of the eucalyptus and windrow trees along the perimeter of the site to the north, and a few to the east and west, the site's agricultural history precludes the presence any significant non-agricultural vegetation within the Project area. The perimeter of the property is delineated by both structural and natural elements including cyclone fencing, earthen berms and trees. Along the western boundary of the site, three-foot covered cyclone-fencing serves as a buffer between the crops and traffic along Rice Avenue. A row of eucalyptus and windrow trees spans across approximately 60 percent of the northern perimeter of the site adjacent to the Ventura Freeway partially obstructing views of and from the site. Along the eastern boundary of the site earthen berms, trees and shrubs line an irrigation ditch that serves as a buffer between the property and the properties to the east. Along the southern perimeter, fencing and trees have been erected, planted and maintained by the property owners of the properties to the south. At the southwest corner, the mature trees on the Proctor & Gamble Property obstruct views to and from both sites. Additionally, along the north and west boundaries of the site above ground utility poles and wires dominate the "skyline". The east side of Rice Avenue area and the northern boundary of the project site are lined with utility equipment.

The Project site is currently used year-round for agricultural purposes, however, the Oxnard 2020 General Plan, adopted in 1990, identifies the project site as one of several areas requiring a specific plan prior to entitlement. In addition to the specific plan designation, the 2020 General Plan designates the northern 130 acres of the of the Project site as Business Research Park and the southern portion (generally corresponding to the terminus of Gonzales Road) as Light Industrial. The site has corresponding BRP (Business Research Park) and M-1 (Light Industrial) zone classifications. The overall development

intensity for the project area as established by the Land Use Element of the 2020 General Plan envisions a total of 9.2 million square feet of development for the 430-acre site.

Scenic Resources

There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native vegetation, etc.) or native California trees of particular aesthetic value (e.g., oak, sycamore, California black walnut or California bay trees) on or adjacent to the Project site. There are no major open spaces and there are no aesthetically significant man-made features (such as major architectural structures, monuments, or gardens) or historic buildings on the Project site. Furthermore, the Project site is not located within or near a State-designated scenic highway.

The Community Design Element of the 2020 General Plan identifies agricultural greenbelts as important natural scenic resources, because they provide a green buffer surrounding the City's developed core. The Conservation and Open Space Element of the 2020 General Plan describes "scenic inland areas," including "parts of the Santa Clara River, agricultural greenbelt fields and orchards, and eucalyptus/cypress windrows". A stand of eucalyptus/cypress windrows is located along the northern perimeter of the site on property owned by Caltrans.

The Project site is currently used for agricultural purposes, however it is not located within the Camarillo-Oxnard Greenbelt and the Project site is entirely within Oxnard City limits and the Oxnard CURB line. The Project site is not identified as Agriculture by either the Land Use Element (in which it is designated and zoned for industrial and business research uses) or Open Space and Conservation Element of the 2020 General Plan.

The Project site has been referred to as a scenic resource because it is used for agricultural purposes, not because it possesses any of the features or qualities of a scenic resource as defined by CEQA. However, as the Project site is not a scenic resource, it does fit the definition.

Views or Viewsheds

Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area. Valued public views include scenic vistas, views of the horizon or views of other visually significant or unique resource. As there is no development on the Project site, the views onto the project site are of open space and any industrial uses beyond at the property line. Both the agricultural greenspace on the Project site and the Oxnard-Camarillo Greenbelt to the east of the site are considered important natural scenic resources by the Community Design Element. As the Project site is flat, views of the site are available only when passing the site along Rice Avenue or Del Norte Boulevard. Views from the north are obstructed by the eucalyptus trees and the southern boundary abuts industrial uses to the south preventing views from that vantage point.

In the distance, the viewshed includes views of the Santa Monica Mountains to the east, and the Camarillo Hills, Los Padres Mountains and Los Padres National Forest to the north. Views of these ridgelines are afforded from many streets within the area surrounding the Project site including Rice Avenue, a view corridor.

Light/Glare

There are no structures and no existing lighting on the Project site. Lighting associated with the surrounding land uses in the vicinity consists of street lights along the median on Del Norte Boulevard, traffic signals and intersection lights and street lights along Rice Avenue, and the exit signs and Ventura Freeway off-ramps at Del Norte Boulevard and Rice Avenue.. Additional sources of lighting include interior building lights, highlighting for architectural elements and security lighting in parking lots and adjacent buildings that spillover onto Rice Avenue, and Gonzales Road as well as lights generated by automobiles traveling at night on the arterials and freeway. Because of the relatively low profile of existing development, interior lighting does not contribute substantially to nighttime light. However, as the Ventura Freeway is a major north-south transportation route from California to Washington there is continuous traffic 24 hours a day and, therefore, nighttime lighting generated by vehicles would contribute substantially to ambient lighting in the northernmost portion of the Project site. Other areas adjacent to the Project site generally experience moderate levels of ambient lighting.

Glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surfaces of buildings, objects (e.g., vehicle windshields), or by vehicle headlights on adjacent roadways. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. There are no existing buildings on the Project site and, therefore, there is no glare produced at the site other than by the windshields of any vehicles that may be at the site. Although many of the older existing buildings located in the vicinity of the Project site are constructed of non-reflective materials and produce little glare, several of the newer buildings in the vicinity of the Project site have employed a significant amount of glass, which could cause momentary glare to passing motorists.

ENVIRONMENTAL IMPACT

Thresholds of Significance

According to Appendix G of the State CEQA Guidelines and the City of Oxnard 1995 *Thresholds Guidelines*, the proposed Project could have a significant aesthetic impact if it would result in the impacts identified below (a-d).

- a) A substantial adverse effect on a scenic vista;
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway;
- c) Substantially degrade the existing visual character or quality of the site and its surroundings; or

- a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Project Impacts

Scenic Vistas

The Project site itself does not represent a scenic vista and therefore implementation of the proposed Project will not have a direct adverse affect in that respect. Views of the Santa Monica Mountains to the east, and Camarillo Hills, Los Padres Mountains and Los Padres National Forest would remain from Rice Avenue to the west, Del Norte Boulevard to the east and the Ventura Freeway to the north. Development at the Project site will not substantially obstruct these views and therefore the proposed Project would not significantly adversely affect scenic vistas.

Project impacts on scenic vistas would be less than significant.

Scenic Resources

As previously discussed, the Project site itself cannot be defined as a scenic resource simply because it is used for agricultural purposes. The Project site is not a scenic resource nor do any scenic resources exist on the site.

Although Rice Avenue, Del Norte Boulevard, and the Ventura Freeway are all identified as scenic routes in the 2020 General Plan, the primary scenic resources in the vicinity of the Project site are the Santa Monica Mountains, Camarillo Hills, and Los Padres Mountains. Buildout of the proposed Project will not significantly obstruct views of the mountains from those roadways.

The proposed Project will not damage scenic resources within City-designated scenic highways and, therefore, the proposed Project would result in less than significant impacts.

Visual Character and Quality

The proposed Project would result in the conversion of 430 acres of open agricultural uses to a maximum of 8,500,000 square feet of business research park and industrial uses. Although the Project would be implemented and phased over several years, when compared to existing conditions the transition to full development would change in visual character of the site.

Although the proposed Project represents a transition from agricultural open space to industrial and business research type uses, the Specific Plan establishes design theme and landscape themes and standards with specific guidelines for implementation.

Future development would be compatible with surrounding uses, both functionally and visually. The design guidelines and development regulations establish the character and style of the Specific Plan while accommodating individual development identities and promoting interrelationships between

complementary land uses and community features. These design guidelines include guiding principles for site planning, architecture, landscaping and signage.

- The site planning guidelines are intended to establish a strong outline and framework for guiding future individual development projects. The site planning guidelines include policies regarding site layout, building orientation, access (including handicap access), parking, lighting, transitional areas, utility areas, and security provisions.
- The architectural guidelines are intended to establish a compatible character, style and quality for all development projects within the Sakioka Farms Specific Plan area. The architectural guidelines include policies regarding building scale, proportions, materials and finishes, pedestrian sensitivity, energy conservation, and public art.
- The landscape guidelines are intended to foster a unique character and identity for the project site as well as the community as a whole. It includes a hierarchy and organization of landscape that will be functional as well as providing a visual asset to the community. The landscape guidelines will be the key to creating the character of the Project. The landscape theme is intended to unify the individual developments. It will identify entries and intersections while providing for a park-like image along the project streets. Specific materials and layouts are proposed for all project entries, street frontages, intersections, and the on- and off-ramps from U.S. Highway 101 at Rice Avenue and Del Norte Boulevard. The Project perimeters to the north, south and east will have extensive landscaping.
- The signage guidelines identify a framework in which advertising a place of business, providing directions or information can all be accomplished without detracting from the overall design quality of the Project area. Specific design policies address sign material, size, color, lettering and location.

Taken as a whole the design guidelines for the proposed Sakioka Farms Business Park Specific Plan (i.e. the Project) would serve to improve the visual environment of the community, including establishing community identity at major entryways to the City along key transportation routes. The landscape elements of the proposed Project would create defined entry points and gateways to the City and improve the visual environment, including areas adjacent to the Ventura Freeway that have been identified as being in need of revitalization and visual upgrading. The proposed Project would improve the visual character of these areas and be a visual asset to the community.

The Project impacts associated with the visual quality are beneficial and, therefore, less than significant.

Light and Glare

The Project site is currently undeveloped and future development would introduce new sources of light and glare. Nighttime sources of light would include vehicle headlights, street lights, interior and exterior security building lights, parking lot and other security lighting. Design guidelines and site design and development standards are either required by the Specific Plan and/or required by City Code and ensure that there will not be excessive nighttime lighting beyond that necessary for function and safety. Exterior

lighting would be located and designed to minimize direct glare beyond the parking lot or service area. Illumination of landscape and pedestrian walkways shall be accomplished with low-level unobtrusive fixtures. There would be a maximum height of 35 feet for light standards and exterior lighting in public areas will be independent of tenant control. Specific guidelines would ensure that lighting for the new uses are strategically located to minimize the impact to adjacent properties. All proposed lighting shall comply with the City's Outdoor Lighting Code & Guidelines.

Sources of glare that may cause daytime glare include exterior building materials such as glass and highly reflective façade materials and finishes. Surface paving materials and cars parked in surface lots are also sources of glare. The design guidelines recommend that building materials may be a combination of concrete, metal, glass and/or other contemporary composites. All fenestration would be of low glare reflectivity and any metal surfaces shall be brushed or matte and not highly reflective.

Existing uses in the vicinity of the Project site are manufacturing, industrial, light industrial, industrial related and visitor serving uses and are not sensitive receptors. Additionally, these land uses themselves contribute to the existing ambient nighttime light environment. The closest residential uses are located on the north side of the Ventura Freeway. The Specific Plan includes guidelines to limit or avoid excessive light spillage onto adjacent properties and to prevent the use of highly reflective building materials which cause glare the use of non- or low-reflective building materials to minimize glare. Thus, impacts from light and glare would be less than significant.

CUMULATIVE IMPACTS

Implementation of the proposed Project in conjunction with the related projects could result in cumulative changes to the visual environment in the areas surrounding the Project site. Each related project is subject to individual review for conformance to current land use designations and zoning, and compatibility with surrounding land uses. Additionally, each related project is subject to independent environmental review. These procedures provide assurances that potential cumulative impacts related to the visual environment and scenic resources of the community are less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of aesthetics impacts.

MITIGATION MEASURES

No significant impacts would occur and thus no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts associated with views and light and glare would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

IV.E. BIOLOGICAL RESOURCES

This section of the Draft EIR analyzes the potential for adverse impacts related to biological resources resulting from implementation of the proposed Project. It relies upon information published in federal, state and local documents, as well as information gathered during reconnaissance site visits in April, 2007 and June 2009.

ENVIRONMENTAL SETTING

Regional and Local Setting

The project site is located within the southeast quarter of Section 31, of Township 2 north, Range 22 west, and Section 36, of Township 2 north, Range 22 west of the San Bernardino Meridian California U.S. Geologic Survey (USGS) 7.5-minute topographic quadrangle map. The local area consists largely of a flat valley floor with pockets of rural residential and very low-density development scatter throughout the periphery of the valley, with occasional estate development spotted among the hillside areas.

Existing Site Conditions

The 424.6 acre proposed Project site is bounded by the Ventura Freeway to the north, agricultural uses (Oxnard-Camarillo Greenbelt) to the east, and light industrial development, including Proctor and Gamble, and vacant lots to the south and west. The Project site is divided into a four (4) parcels of agricultural uses that have various crops planted throughout the year (e.g., peppers, cabbage, celery, and strawberries). The site's agricultural nature and the industrial and agricultural uses in surrounding areas precludes the presence of significant non-agricultural vegetation..

Irrigation drainage ditches are located along the perimeter of the Project site's agricultural fields. The drainage varies in structure and hydrology. The southerly drainage is a simple dirt-lined canal that drains the irrigation water toward the corner that is regularly maintained and largely devoid of vegetation. The portion of the drainage that is located east of Del Norte Avenue receives more water than the western portion, as can be seen by the ordinary high water mark (OHWM) which has stained the banks of the irrigation drainage about four feet high, of the 12 to 15 foot full bank height. The drainage that is located along the eastern boundary of the Project site had, at the time of sampling, standing water and patches of vegetation typical of non-native wetland associated species. It is about five feet wide and 12 feet deep from the top of the created banks. The western side of this channel that is within the Project site is not vegetated (due to regular maintenance of the drainage bank) while the eastern side (off-site) is vegetated with weedy species and patches of willow (*Salix* sp.) and mulefat (*Baccharis salicifolia*); some of this vegetation was cut and exhibited signs of maintenance activities.

Vegetation Communities

Two vegetation communities exist onsite and can be characterized as agricultural and upland/non-native. Although some riparian vegetation was present within the eastern ditch onsite, it would not be classified as an additional vegetation community as it is not large enough to be considered a separate community.

Additionally, a row of eucalyptus trees was growing offsite along the northern edge of the Project site, on property that is owned by Caltrans.

Agricultural

The majority of the site has been manipulated for agricultural purposes and contains few native plant species. The Project site is divided into four parcels and is used for crop rotations throughout the year. Crops include peppers (*Capsicum annuum*), cabbage (*Brassica oleracea*), strawberries (*Fragaria sp.*), and squash (*Cucurbita sp.*), and are planted on different portions of the four parcels.

Upland/Non-native

This vegetation community is dominated by weeds of a foreign origin that have likely colonized previously disturbed areas. This community was located within the ditch along the eastern boundary of the irrigation ditch that runs on long the eastern boundary of the site. The community includes species such as mustards (*Brassica nigra* and *Hirschfeldia incana*), wild radish (*Raphanus sativus*), cheeseweed mallow (*Malva parviflora*), mugwort (*Artemisia vulgaris*), poison hemlock (*Conium maculatum*), California brome (*Bromus carinatus*), field bindweed (*Convolvulus arvensis*), wild oat (*Avena fatua*), and sow thistle (*Sonchus sp.*).

Special Status Species

Several species of plants and animals within the state of California have low populations, limited distributions, or the combination of the two. Such species may be considered “rare” and are vulnerable to extirpation as the state’s human population grows and the habitats these species occupy are converted to agricultural and urban uses. State and federal laws have provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as “candidates” for such listing. Still others have been designated as “species of special concern” by the CDFG. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered (2006). Collectively, these plants and animals are referred to as “special status species”.

A number of special status plants and animals occur in the vicinity of the study area (see Table IV.E-1). These species, and their potential to occur in the study area, are listed in Table IV.E-1. Sources of information for this table included *California’s Wildlife, Volumes I, II, and III*¹, *California Natural*

¹ Zeiner DC., Laudenslayer W.F. Mayer K.E, White M. Ed. 1988. *California’s wildlife, volume I, amphibians and reptiles. Department of Fish and Game. Sacramento, CA. 272 pp.*

California’s wildlife, volume II, birds. Department of Fish and Game. Sacramento, CA. 731 pp.

Zeiner DC., Laudenslayer W.F., Mayer K.E, White M. Ed. 1988. California’s wildlife, volume III, mammals. Department of Fish and Game. Sacramento, CA. 407 pp.

*Diversity Data Base*², *Endangered and Threatened Wildlife and Plants*³, *Annual Report on the Status of California State Listed Threatened and Endangered Animals and Plants*⁴, and *The California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California*⁵.

Table IV.E-1
List of Special Status Species That Could Occur in the Vicinity of the Study Area

Species	Status*	Habitat	Potential to occur
PLANTS			
<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i> Ventura Marsh Milk Vetch	FE, CE CNPS 1B.1	Less than 50 plants are known to exist, represented by a single population. The population occurs on an abandoned oil-field waste site located approximately 5.5 miles to the west, which has been reclaimed as part of a residential community. Historic records suggest that this variety occurred near coastal marshes or bodies of brackish water, often on well-drained substrates near the water table.	Absent. Suitable habitat for this species does not occur onsite and the single remaining population could not be supported by the biological resources present onsite. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
<i>Calochortus plummerae</i> Plummer's mariposa lily	CNPS 1B.2	Chaparral, Foothill Woodland, Yellow Pine Forest, Coastal Sage Scrub, Valley Grass	Absent. No suitable habitat for this species exists onsite. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
<i>Cordylanthus maritimus</i> ssp. <i>Maritimus</i> Salt Marsh Bird's Beak	FE, CE, CNPS 1B.2	This subspecies is an inhabitant of the coastal salt marshes, however this plant is rarely discovered very far from the highest high tide elevations, usually on the upper ecotonal edge with the surrounding habitat (coastal scrub, housing developments).	Absent. No suitable habitat for this species exists onsite. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.

² California Department of Fish and Game. 2004. *California natural diversity database. The Resources Agency, Sacramento, CA.*

³ U.S. Fish and Wildlife Service. 2002. *Endangered and threatened wildlife and plants. 50 CFR 17.11 & 17.12.*

⁴ California Department of Fish and Game. 2004. *Annual report on the status of California state listed threatened and endangered animals and plants. The Resources Agency, Sacramento, CA. 204 pp.*

⁵ California Native Plant Society. 2001. *Inventory of Rare and Endangered Vascular Plants of California (6th Edition). Rare Plant Scientific Advisory Committee, David P. Tibor, Convening Editor. California Native Plant Society. Sacramento, California.*

Table IV.E-1
List of Special Status Species That Could Occur in the Vicinity of the Study Area

Species	Status*	Habitat	Potential to occur
<i>Delphinium parryi</i> ssp. <i>Blochmaniae</i> Dune Larkspur	CNPS 1B.2	Is a perennial herb that is native to California and is endemic. This species distributions limited to coastal dunes and	Absent. No suitable habitat for this species exists onsite. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
<i>Dudleya bochmaniae</i> ssp <i>blochmaniae</i> Blochman's dudleya	CNPS 1B.1	Coastal sage scrub, chaparral, coastal bluff scrub and valley and foothill grassland within the immediate influence of the coast.	Absent. No suitable habitat for this species exists onsite. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
<i>Dudleya verityi</i> Verity's dudleya	FT, CNPS 1B.2	Open areas of Chamise Chaparral on Torrey sandstone with soils mapped as Carlsbad gravelly loamy sand are the preferred habitat. Small marble-sized, iron-bearing concretions have been observed at all known sites for this cryptic, corm-like sprouting perennial.	Absent. No suitable habitat for this species exists onsite. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
<i>Eriogonum crocatum</i> Conejo Buckwheat	CNPS 1B.2	Dry rocky slopes, coastal sage scrub, 150'-500' elevation	Absent. Habitat suitable to support a population of this species is absent from the site. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
FISH, AMPHIBIANS, REPTILES, AND INSECTS			
<i>Actinemys marmorata</i> <i>pallida</i> Southwestern pond turtle	SC	Found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, and either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking. May enter brackish water and even seawater.	Unlikely. Although potential habitat exists onsite, due to the agricultural nature the habitat is marginal. The turtle requires abundant vegetation and standing water, neither of which are present in either of the drainage ditches onsite.

Table IV.E-1
List of Special Status Species That Could Occur in the Vicinity of the Study Area

Species	Status*	Habitat	Potential to occur
<i>Anniella pulchra pulchra</i> Silvery legless lizard	SC	Occurs in moist warm loose soil with plant cover. Moisture is essential. Occurs in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Leaf litter under trees and bushes in sunny areas and dunes stabilized with bush lupine and mock heather often indicate suitable habitat. Often can be found under surface objects such as rocks, boards, driftwood, and logs. Can also be found by gently raking leaf litter under bushes and trees. Sometimes found in suburban gardens in Southern California.	Absent. Suitable habitat for this species is absent from the Project site. The trees that are required by this species for shade and foraging are not present at the Project site. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
<i>Catostomus santaanae</i> Santa Ana Sucker	FT, SC	Generally found in small to medium-sized (<7 m wide) permanent streams in water ranging in depth from a few centimeters to a meter or more. Flow is described as ranging from slight to swift. Although Santa Ana suckers are usually found in clear water, they can tolerate seasonal turbidity. Preferred substrates are generally coarse and consist of gravel, rubble, and boulder, but occasionally Santa Ana suckers are found on sand/mud substrates. Santa Ana suckers often are associated with algae but not with macrophytes.	Absent. Suitable habitat for this species is absent from the Project site. Additionally, the agricultural activities of the site make inhabitation by this species very unlikely.
<i>Eucyclogobius newberryi</i> Tidewater Goby	SC	Inhabits coastal lagoons and brackish bays at mouth of freshwater streams.	Absent. Suitable habitat for this species is absent from the Project site. No lagoons or brackish water is present on the site or in the near vicinity.

Table IV.E-1
List of Special Status Species That Could Occur in the Vicinity of the Study Area

Species	Status*	Habitat	Potential to occur
<i>Gila orcuttii</i> Arroyo chub	SC	Arroyo chubs are found in slow-moving or backwater sections of warm to cool (10-24 C) streams with mud or sand substrates. Depths are typically greater than 40 cm. Wells and Diana (1975) described physical characteristics of the streams sites where the arroyo chubs were collected.	Absent. Suitable habitat for this species is absent from the Project site. No moving water is present on the site.
<i>Oncorhynchus mykiss irideus</i> Southern Steelhead – southern California ESU	FE, SC	Southern steelhead usually spend less time in fresh water because of inhospitable conditions in the lower reaches of Southern California streams. Therefore they may migrate to the ocean or have greater dependency on coastal lagoons during the first year. Fish movements both upstream and downstream coincide with flow pulses from storms. These coastal streams are characterized by sand bar build up during low flow summer months at the mouth.	Absent. Suitable habitat for this species is absent from the Project site. No connectivity exists between the site and coastal streams and therefore precludes any movement by this species, which is essential for its reproduction.
<i>Phrynosoma coronatum</i> (blainvillii population) Coast (San Diego) Horned Lizard	SC	Found in a variety of habitats including gravelly sandy substrate, riparian woodlands, annual grassland, sandy loam areas and alkali flats. Coast horned lizards utilize small mammal burrows or burrowed into loose soils under surface objects during extended periods of inactivity or hibernation, but data on overwintering sites are fragmentary, and the general characteristics of overwintering sites are not well understood.	Absent. Suitable habitat for this species is absent from the Project site. No burrows were noted on-site which are important aestivation habitat for this species.

Table IV.E-1
List of Special Status Species That Could Occur in the Vicinity of the Study Area

Species	Status*	Habitat	Potential to occur
<i>Danaus plexippus</i> Monarch Butterfly	CDFG SA	Found in a variety of habitats including fields, parks, and gardens. Milkweed is the host plant for this species and is the only food source for the monarch larvae. Adults feed on nectar from a variety of flowers, but breeding occurs only where milkweed is found. Monarchs migrate north to the northern US and Canada during the summer breeding season, during which they may cycle through up to four generations. The last generation of the year migrates south to central coastal and southern California and Mexico, where they overwinter. Overwintering sites include wind-protected conifer and eucalyptus groves.	Possible. There are several CNDDB-documented occurrences of this species within a mile of the Project site. Suitable habitat for this species is absent on the Project site. However, this species may use the eucalyptus trees, present along the northern boundary of the site, as a potential temporary aggregation site. It should be noted that the trees are not located on the Project site, and are not part of the Project.
BIRDS			
<i>Charadrius alexandrinus nivosus</i> Western Snowy Plover	SC	The western snowy plover, in general, nests, feeds, and takes cover on sandy or gravelly beaches along the coast, on estuarine salt ponds, alkali lakes, and at the Salton Sea	Absent. Suitable habitat for this species is absent from the Project site. The site is not along the coast and does not support estuarine habitat.
<i>Eremophila alpestris actia</i> California horned lark	SC	Within southern California, California horned larks breed primarily in open fields, (short) grasslands, and rangelands. Grasses, shrubs, forbs, rocks, litter, clods of soil, and other surface irregularities provide cover.	Absent. Suitable habitat for this species is absent from the Project site. The project site has been used for agricultural purposes in the recent past and does not possess suitable surface irregularities for this species habitat requirement
<i>Coccyzus americanus occidentalis</i> Western Yellow-billed Cuckoo	CE	Yellow-billed cuckoos prefer open woodlands with clearings and a dense shrub layer. They are often found in woodlands near streams, rivers or lakes.	Absent. Suitable habitat for this species is absent from the Project site. No water-bodies are present onsite and the site is not close to any woodland habitats.

Table IV.E-1
List of Special Status Species That Could Occur in the Vicinity of the Study Area

Species	Status*	Habitat	Potential to occur
<i>Passercullus sandwichensis beldingi</i> Belding Savannah Sparrow	FE	Found in a wide variety of open habitats including grasslands and fields. Savannah Sparrows nest on the ground, laying 3-6 eggs in a cup nest sheltered by a clump of grass or other vegetation.	Possible. Suitable habitat for this species is absent from the Project site. However, this species may nest in the willows or mulefat present in the irrigation ditch of this Project site.
<i>Poliophtila californica californica</i> Coastal California Gnatcatcher	FT, SC	This species lives below elevations of 787 feet (240 m) along the coastal areas of the sage scrub chaparral. They are insectivores and feed on arthropods found in the vegetation of the sage scrub. They require large areas of sage scrub to maintain their diet. They prefer open growth which has been burned about 8 to 9 years before, and avoid older, denser stands of sage scrub.	Absent. Suitable habitat for this species is absent from the Project site. The site is not above 787 feet (240m) above sea level and does not possess sage scrub chaparral.
<i>Riparia riparia</i> Bank Swallow	CT	Most of California's remaining populations nest along the upper Sacramento River where it still meanders in a somewhat natural manner. In this alluvial plain, the river system provides suitable soil types and erosion needed for prime nesting habit	Absent. Suitable habitat for this species is absent from the Project site. The project site does not possess suitable soil types required for nesting
<i>Sternula antillarum browni</i> California Least Tern	FE, CE	The California least tern breeds along the Pacific Coast of California from San Francisco southward to Baja California. Populations are localized and increasingly fragmented. They winter along the Pacific coast of southern Mexico and the Gulf of California. The bank swallow is bound to the river by the eroding banks it uses as sites for its nesting colonies.	Absent. Suitable habitat for this species is absent from the Project site. No suitable river bank habitat is available for nesting colonies for this species
<i>Vireo bellii pusillus</i> Least Bell's Vireo	FE, CE	Dense, low, shrubby vegetation, generally early successional stages in riparian areas, brushy fields, young second-growth forest or woodland, scrub oak, coastal chaparral, and mesquite brushlands, often near water in arid regions.	Absent. Suitable habitat for this species is absent from the Project site. No riparian areas of high enough quality to support this species are present onsite.

Table IV.E-1
List of Special Status Species That Could Occur in the Vicinity of the Study Area

Species	Status*	Habitat	Potential to occur
MAMMALS			
<i>Antrozous pallidus</i> Pallid Bat	SC	Grasslands, chaparral, woodlands, and forests of California; most common in dry rocky open areas providing roosting opportunities. Also roosts in buildings.	Absent. Suitable habitat for this species is absent from the Project site. No suitable roosting habitat is present onsite. This species may pass over the site from time to time during foraging.
<i>Athene cunicularis</i> Burrowing Owl	SC	Found in open, dry grasslands, deserts and ruderal areas. Requires suitable burrows.	Absent. Suitable habitat for this species is absent from the Project site. No suitable roosting habitat is present onsite. This species may pass over the site from time to time during foraging.
<p><i>*Status code definitions:</i></p> <p><u>Federal and State</u> FT = Federal threatened FE = Federal endangered CDFG SC = CDFG Species of Special Concern CDFG SA = CDFG Special Animals; taxa on this list are considered by the CDFG to be those of greatest conservation need.</p> <p><u>CNPS</u> List 1B = CNPS list of plants endangered or rare in California and elsewhere, List 2 = CNPS list of plants that are rare, threatened, or endangered in California, but more common elsewhere (.1 = seriously endangered in CA, .2 = fairly endangered in CA, .3 = not very endangered in CA)</p> <p><u>State Sensitivity (for species not formally identified as sensitive but given a sensitivity ranking by CDFG in the CNDDDB):</u> S1 = Extremely endangered: less than 6 viable element occurrences (EOs) OR less than 1,000 individuals OR less than 2,000 acres; S2 = Endangered: 6-20 EOs OR 1,000-3,000 individuals OR 2,000-10,000 acres; S3 = Restricted range, rare: 21-80 EOs OR 3,000-10,000 individuals OR 10,000-50,000 acres; S4 = Apparently secure; some factors exist to cause some concern such as narrow habitat or continued threats; S5 = Demonstrably secure; commonly found throughout its historic range (0.1 = very threatened, 0.2 = threatened, 0.3 = no current threats known)</p>			

In addition to the above species, the eucalyptus trees growing adjacent to the northern edge of the site on Caltrans property, as well as the few willows and mulefat species on-site, provide suitable nesting habitat for birds, including migratory birds, which are also considered sensitive species as their nesting activities are protected under the Fish and Game Code and the Federal Migratory Bird Treaty Act.

Jurisdictional Features

Two irrigation drainages were identified on site during the April 12, 2007 survey, along the southern boundary and eastern boundaries as previously mentioned. These irrigation ditches are not natural hydrological features and have been created for agricultural purposes. The irrigation ditch located along the eastern boundary is approximately 2,900 linear feet long and contains an active channel about five feet wide with banks approximately 12 feet tall (the active flow in the channel is about three feet deep). The western bank (on-site) of the channel is largely unvegetated due to regular maintenance, while the eastern bank (off-site) is vegetated with weeds and a few patches of mulefat and willows. Water within the ditch along this boundary is a result of irrigation run off. The upper part of the ditch that is close to Camino Avenue and the Ventura Freeway is dry and contains upland grasses and weeds.

The irrigation ditch located just outside the southern boundary of the Project site is approximately 2,800 linear feet in length. This ditch is clearly maintained and largely unvegetated, although some fireweed (*Epilobium angustifolium*) was observed. The part of this irrigation ditch that runs east of Del Norte Avenue receives some water and possesses an ordinary high water mark stain which is about four feet high on the banks of the ditch, which are approximately 12 to 15 feet tall.

Although a pond is shown on-site in the NWI Wetland map it could not be located on-site and appears to have been filled over and is now used for a parking/staging area. Another linear wetland feature mapped on the NWI is not located on the site, but slightly south of the Project site.

Regulatory Framework

The following discussion identifies federal, state and local environmental regulations that serve to protect sensitive resources relevant to the California Environmental Quality Act (CEQA) review process.

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has four major components: provisions for listing species, requirements for consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries), prohibitions against “taking” of listed species, and provisions for permits that allow incidental “take.” The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the NOAA Fisheries share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of the Project to affect listed plants and animals.

Clean Water Act Section 404 & 401

The U.S. Army Corps of Engineers (Corps) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands,

under Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4(a), (b), (c)). Activities in waters of the United States regulated under Section 404 include fill for development, water resource projects (such as dams and levees), infrastructure developments (such as highways and airports) and mining projects. Section 404 of the CWA requires a federal license or permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the Clean Water Act (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification from the state in which the discharge originates or would originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the affected waters at the point where the discharge originates or would originate, that the discharge will comply with the applicable effluent limitations and water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The responsibility for the protection of water quality in California rests with the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs).

Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (16 U.S.C. Sections 661-667e, March 10, 1994, as amended 1946, 1958, 1978, and 1995) requires that whenever waters or channel of a stream or other body of water are proposed or authorized to be modified by a public or private agency under a federal license or permit, the federal agency must first consult with the USFWS and/or NOAA Fisheries and with the head of the agency exercising administration over the wildlife resources of the state where construction will occur (in this case the California Department of Fish and Game (CDFG)), with a view to conservation of birds, fish, mammals and all other classes of wild animals and all types of aquatic and land vegetation upon which wildlife is dependent.

The Migratory Bird Treaty Act & Bald and Golden Eagle Protection Act

The Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10, prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term “take” is defined as meaning, “to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires.” With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that causes nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

The Bald Eagle Protection Act (16 U.S.C. 668) was passed in 1940 to protect bald eagles and was later amended to include golden eagles. Under the act it is unlawful to import, export, take, sell, purchase, or barter any bald eagle or golden eagle, their parts, products, nests, or eggs. Take includes pursuing, shooting, poisoning, wounding, killing, capturing, trapping, collecting, molesting, or disturbing eagles.

State

California Endangered Species Act

The State of California enacted similar laws to the FESA, the California Native Plant Protection Act (NPPA) in 1977 and the California Endangered Species Act (CESA) in 1984. The CESA expanded upon the original NPPA and enhanced legal protection for plants, but the NPPA remains part of the California Fish and Game Code. To align with the FESA, CESA created the categories of “threatened” and “endangered” species. It converted all “rare” animals into the CESA as threatened species, but did not do so for rare plants. Thus, these laws provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The CDFG implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the California Natural Diversity Database (CNDDB), a computerized inventory of information on the general location and status of California’s rarest plants, animals, and natural communities. During the CEQA review process, the CDFG is given the opportunity to comment on the potential of the project to affect listed plants and animals.

Fully Protected Species & Species of Special Concern

The classification of “fully protected” was the CDFG’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibian and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at §5515, amphibian and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with “fully protected” species states that these species “...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species,” although take may be authorized for necessary scientific research. This language makes the “fully protected” designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFG to authorize take resulting from recovery activities for state-listed species.

Species of special concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFG because are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFG, land managers, consulting biologist, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under the CEQA during project review.

California Fish and Game Code Sections 3503 & 3513

According to Section 3503 of the California Fish and Game Code it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrows (*Passer domesticus*) and European starlings (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by the CDFG.

California Native Plant Society

The California Native Plant Society (CNPS) publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California in both hard copy and electronic version (www.cnps.org/rareplants/inventory/6thedition.htm). The Inventory assigns plants to the following categories:

- 1A – Presumed extinct in California
- 1B – Rare, threatened, or endangered in California and elsewhere
- 2 – Rare, threatened, or endangered in California, but more common elsewhere
- 3 – Plants for which more information is needed
- 4 – Plants of limited distribution

Additional endangerment codes are assigned to each taxa as follows:

- 1 – Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).
- 2 – Fairly endangered in California (20-80% occurrences threatened).
- 3 – Not very endangered in California (<20% of occurrences threatened or no current threats known).

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that may qualify for listing, and are given special consideration under CEQA during project review. Although plants on List 3 and 4 have little or no protection under CEQA, they are usually included in the project review for completeness.

Porter-Cologne Water Quality Control Act

Waters of the State are defined by the Porter-Cologne Act as “any surface water or groundwater, including saline waters, within the boundaries of the state.” The RWQCB protects all waters in its regulatory scope, but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as Section 404 of the CWA. Waters of the State are regulated by the RWQCB under the State Water Quality Certification Program, which regulates discharges of dredged and fill material under Section 401 of the

CWA and the Porter-Cologne Water Quality Control Act. Projects that require a Corps permit, or fall under other federal jurisdiction, and have the potential to impact waters of the State are required to comply with the terms of the Water Quality Certification Program. If a proposed project does not require a federal license or permit, but does involve activities that may result in a discharge of harmful substances to waters of the State, the RWQCB has the option to regulate such activities under its State authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

California Fish and Game Code Section 1600

Streams, lakes, and riparian vegetation as habitat for fish and other wildlife species, are subject to jurisdiction by the CDFG under Sections 1600-1616 of the California Fish and Game Code. Any activity that will do one or more of the following: 1) substantially obstruct or divert the natural flow of a river, stream, or lake; 2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or 3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake; generally require a 1602 Lake and Streambed Alteration Agreement. The term “stream”, which includes creeks and rivers, is defined in the California Code of Regulations (CCR) as follows: “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife.⁶ Riparian is defined as, “on, or pertaining to, the banks of a stream,” therefore, riparian vegetation is defined as, “vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself.”⁷ Removal of riparian vegetation also requires a Section 1602 Lake and Streambed Alteration Agreement from the CDFG.

Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, state, and local conservation plans, policies or regulations. The CDFG ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in its CNDDb. Sensitive vegetation communities are also identified by CDFG on its List of California Natural Communities Recognized by the CNDDb. Impacts to sensitive natural communities and habitats identified in local or regional plans, policies, regulations or by federal or state agencies must be considered and evaluated under the CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G).

⁶ California Department of Fish and Game. Environmental Services Division (ESD). 1994. *A Field Guide to Lake and Streambed Alteration Agreements, Sections 1600-1607, California Fish and Game Code.*

⁷ *Ibid.*

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a project would have significant effect on the environment if it would:

- (a) Have a substantial adverse effect, the 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;
- (b) 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;
- (c) 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;
- (d) 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 site;
- (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Project Impacts

Implementation of the proposed project could result in impacts to biological resources on-site, including:

- Temporary impacts during grading and construction activities, noise, vibration, dust, and increased human presence from construction crews;
- Permanent impacts from infill of irrigational ditches onsite, if they are deemed jurisdictional,
- Permanent impacts from grading and construction activities, such as the removal of vegetation, construction of buildings and roads;
- Permanent impacts from post-construction, operational activities including increased noise and disturbance levels from the new development, increased wildlife mortality from additional traffic, and increased lighting associated with new development and roads.

These impacts to biological resources on-site are discussed in more detail below according to the thresholds of significance given above. Mitigation for avoiding, minimizing, or compensating potentially significant impacts are provided as appropriate.

Impacts to 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

No sensitive or special status species were determined to be present on-site during the April 12, 2007 or June 2009 surveys. In addition, the review of the CNDDDB and CNPS On-line Inventory for additional special status species known to occur in the region was determined to have a low potential to occur on-site due to lack of habitat at the Project site. Therefore, the proposed Project would not result in a substantial adverse effect to these species. However, the site and adjacent areas support trees and shrubs that are considered suitable nesting habitat for birds, including migratory birds, all of which are considered sensitive species as their nesting activities are protected by the Fish and Game Code and the Federal Migratory Bird Treaty Act. Project construction activities may result in the destruction of active nests during removal of vegetation or grading, or may result in the abandonment of active nests due to noise and increased activity; these potential impacts to nesting birds may be considered significant.

Impacts to riparian habitat and 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

Vegetation which is classified as riparian under the Streambed Alteration Agreement is present in the irrigation ditch on site but, it is not of a sufficient quality to support sensitive riparian wildlife. Therefore, even though riparian habitat identified in local or regional policies, regulations or by CDFG or USFWS is present on site, it is of poor quality. Nevertheless, Project construction activities could potentially result in a significant impact.

Impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.)

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

Interfere 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 site

The Project site is located adjacent to the Ventura Freeway, and is surrounded by lands that have been disturbed by agricultural and/or industrial uses. The eucalyptus trees along the northern edge of the Project site have the potential to provide temporary habitat for migrating monarch butterflies. Although not listed on the federal or state level as threatened or endangered, this species is listed by the CDFG as a “special animal” and is considered a “rare” species under CEQA Guidelines Section 15380. The potential for monarch butterflies to use these trees as overwintering habitat is considered low, since they have been planted in a row along the freeway, rather than occurring in dense, wind-protected groves, which constitute the ideal overwintering habitat. However, the trees may serve as a temporary aggregation site for the species during the fall, prior to moving to long-term winter roosting sites. Mitigation Measure E-5 requires avoidance of construction activities during the temporary aggregation period (September-December), which would reduce this potential impact to a less-than-significant level.

The site has also been disturbed by agricultural uses and, as such, predominantly supports common wildlife species that are adapted to human land uses. Therefore, the Project site itself is not considered to act as a movement or migratory corridor or native nursery for wildlife species. Although the drainages on the eastern and southern boundaries may serve as a limited habitat corridor for certain common wildlife species, the channels run off-site and under roadways, thus reducing their integrity as a link from potentially undeveloped fragments of habitats that may exist in the vicinity. The drainage is dry at this point and ends just north of the freeway. In addition, due to the agricultural nature of the drainage, it is unlikely to provide habitat for native or migratory fish species. Therefore, project construction activities would result in a less-than-significant impact to any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site.

Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

The project appears to be consistent with City policies and ordinances protecting biological resources.. The Project does not: involve damaging or removing trees in Scenic Resources or the Scenic Highway; remove oaks >9.5” in diameter at breast height; or occur within the Oxnard-Camarillo Greenbelt. As discussed in Section IV.B, Land Use and Planning, the Project is consistent with the applicable policies from the Oxnard 2020 General Plan relevant to natural resource protection, mitigation measures further protecting biological resources are not necessary.

Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan.

The Project site is not subject to any conservation plan or natural community conservation plan. Therefore, the Project would not be in conflict with the provisions of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

MITIGATION MEASURES

- E-1 In order to avoid adverse impacts to nesting birds, including migratory birds, during construction activities, ground vegetation removal activities must take place outside of the nesting season (15 February – 1 September), although these dates are somewhat arbitrary. If vegetation removal activities occur during the nesting season, a qualified ecologist/biologist must be present to monitor the removal activities to ensure that no active nests will be impacted. If nests are found, a 100-foot buffer radius shall be established until the young have fledged. This measure does not apply to agricultural row crops.
- E-2 Prior to construction activities that may result in the placement of fill material into the potentially jurisdictional irrigation drainage features, prepare and submit to the Corps for verification a “Preliminary Delineation Report for Waters of the U.S.” and a Streambed Alteration Notification package to CDFG for the irrigation drainage features. If these agencies determine that the feature is not regulated under their jurisdiction, then no further mitigation is necessary. However, if the Corps considers the feature to be jurisdictional through a “significant nexus” test per recent Corps and EPA guidance,⁸ then a Clean Water Act Section 404 permit shall be obtained from the Corps, and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFG determines that the drainage is a regulated “streambed”, then a Streambed Alteration Agreement shall be entered into with CDFG and any associated conditions shall be agreed to prior to the start of construction in the affected area.
- E-3 In order to prevent unauthorized impacts to jurisdictional features, the following permits shall be issued and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to the initiation of any ground disturbing activities associated with the proposed development subsequent to adoption of the Project (i.e. Specific Plan):
- Clean Water Act Section 404 Permit from the Corps,
 - Streambed Alteration Agreement under Section 1600 of the Fish and Game Code from CDFG;
 - Clean Water Act Section 401 Water Quality Certification or Waste Discharge Requirements from the RWQCB

If the irrigation ditches are determined as jurisdictional by the Corps, it will be necessary to insure adequate compensation for adverse impacts to jurisdictional features from Project development. If applicable, a Mitigation Plan shall be prepared by a qualified biologist. The Mitigation Plan shall describe and justifying the (1) formal delineation; (2) proposed methods

⁸ U.S. Environmental Protection Agency and U.S. Department of the Army. 2007. *Clean Water Act Jurisdiction Following the U.S. Supreme Court’s Decision in Rapanos v. United States & Carabell v. United States*. June 5, 2007.

including timing, materials, and erosion control measures; (3) the proposed location for the replacement areas; and (4) habitat protection measures (including a mechanism for permanent preservation of the area supporting the replacement habitat). The Mitigation Plan shall be submitted to and approved by the County, Corps, CDFG, and RWQCB prior to initiation of construction activities.

- E-4 If required to compensate for riparian habitat loss by the Corps, the project applicant will place under conservation easement in a manner acceptable to the Corps and the California Department of Fish and Game an area of riparian habitat that will accommodate constructed replacement at a 1:1 ratio (i.e. a number of acres of constructed riparian habitat). This conserved riparian habitat must be of the same or higher quality as the habitat that is to be removed as a result of the Project. Or, the Project applicant will purchase the requisite number of credits from a qualified conservation bank. The Project applicant can only purchase credits from those banks that sell credits covering the riparian species to be affected by the proposed Project or as approved by the Corps or agency of jurisdiction.
- E-5 Should there be any remaining eucalyptus trees located adjacent to the Ventura Freeway at the time of development, prior to construction activities in Planning Area 1 during the temporary aggregation season (September – December), a qualified ecologist/biologist shall determine the presence and extent/absence of monarch butterfly activity in the trees nearby the proposed construction area. If temporary aggregation activity is observed within this area, a 100-foot buffer radius must be established until after the temporary aggregation season or until the monarchs have left the vicinity.

CUMULATIVE IMPACTS

The proposed project in combination with the related projects would result in the continued development of residential, commercial industrial, and related land uses in Oxnard and western Ventura County. Per the provisions of CEQA, actions which have impacts that are individually limited, but cumulatively considerable, may be considered significant and adverse. Potential cumulative impacts on biological resources are generally related to both the regional and local loss of native trees and the displacement of sensitive wildlife species from their habitat. Cumulative adverse impacts to regional wildlife and habitat could result from various factors, including, trash dumping in open space areas adjacent to new development, increased human intrusion into offsite areas, loss/reduction in habitat used by wildlife in general, displacement of sensitive wildlife species from their habitat, introduction of non-native vegetation and animals into the area, and increased light and glare.

The proposed project, in combination with the other related projects identified in the area plus regional growth, will contribute to significant cumulative impacts to biological resources. However, with the implementation of the recommended mitigation measures the proposed project's contribution to those impacts will not be cumulatively considerable, and therefore will be less than significant. Specifically:

- The Project's contribution to the potential cumulative loss of CDFG Jurisdictional Habitat would not be cumulatively considerable as a result of the implementation of mitigation measure E-2, which involves the creation of at least an equal amount of equal quality riparian habitat, or

enhancement of the riparian habitat currently onsite on a greater than 1:1 replacement ratio, or creation of riparian habitat offsite where currently none exists, or riparian habitat mitigation bank or riparian enhancement program.

- The Project's contribution to the cumulative loss of nesting birds onsite and in adjacent areas would not be cumulatively considerable as a result of the implementation of mitigation measure E-1, which includes pre-construction surveys of the entire site and setbacks from occupied nests.
- The Project's contribution to cumulative downstream impacts would not be cumulatively considerable as a result of the implementation of mitigation measures E-2 and E-3, which involves a notification package for the various agencies, set asides for construction (equipment, concrete and chemicals) in addition to various Best Management Practices (BMP) implemented throughout the duration of the Project.
- The Project's contribution to the cumulative mortality of sensitive wildlife species would not be cumulatively considerable as a result of the implementation of mitigation measures E-1 and E-5, which involves pre-construction surveys and setbacks from occupied nests or trees.
- The Project's contribution to the cumulative loss of resident and transient sensitive wildlife habitat would not be cumulatively considerable as a result of the implementation of mitigation measures E-1 and E-5.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to nesting and migratory birds, as well as sensitive or special status species, associated with the Project are considered to be less than significant following implementation of mitigation measure E-1, which requires that a migratory bird surveys be conducted and active nests avoided or that all tree and vegetation removal activities shall take place outside of the nesting season.

Impacts to potentially jurisdictional features would be reduced to a less than significant level through mitigation measures E-2 and E-3. The first measure requires that the applicant prepare permits and/or reports approved (or exemptions issued) by the respective resource agency, and any associated conditions of approval shall be agreed upon, prior to the initiation of any ground disturbing activities associated with the proposed development. The second measure requires compensation for potentially unauthorized impacts to jurisdictional features, if the drainages onsite are claimed by the USACE. Mitigation measure E-3 also requires that the project developer produce and submit a mitigation plan outlining various mitigation measures that would be taken to compensate for loss of the irrigation ditches.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other

environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of biological resources impacts.

IV. ENVIRONMENTAL IMPACT ANALYSIS

F. GEOLOGY AND SOILS

INTRODUCTION

This section addresses the environmental setting and impacts related to the construction and operation of the proposed Project involving the issues of geologic and seismic hazards. The primary reason to define geologic and seismic hazards is to protect structures from physical damage and to minimize injury/death of people due to structure damage or collapse. Baseline geologic, seismic, and soils information for the Specific Plan and immediate surrounding area were collected from literature, GIS data, and online materials. All sources used for the purposes of characterizing baseline conditions and conducting this analysis are referenced as appropriate.

ENVIRONMENTAL SETTING

Regional Geologic Setting

The proposed Project site is located in the Oxnard Plain area of the Ventura Basin, a major east-west trending syncline in the western portion of the Transverse Ranges Geomorphic Province. Geologic structures within the western Transverse Ranges region have been formed by folding and displacement on thrust and reverse faults accommodating the regional compressional strain from the convergence of the North American and Pacific plates along a northwest-trending segment of San Andreas Fault. This has resulted in uplift, mountain formation, basin formation, and seismicity throughout the region.

The Ventura Basin is a 120 miles long deep, structural trough filled with more than 58,000 feet of primarily marine sedimentary rocks during the Cretaceous through Pleistocene periods. Also included in this thick sequence of rocks is a thick sequence (up to 2,500 feet thick) of nonmarine sedimentary rocks deposited in the Oligocene, the Sespe Formation. The folding and faulting of the thick sequence of sediments in the Ventura Basin created numerous oil and gas fields throughout the region.

Within the Ventura Basin, the Oxnard Plain is a broad, low-lying coastal plain bounded by the Pacific Ocean to the west, the Camarillo Hills to the east, the Santa Monica Mountains to the south, and the San Ynez, Topa Topa, and Los Padres Mountains to the north. The Oxnard Plain is characterized by gentle, relatively flat topography that slopes seaward from alluvial fans at the base of the surrounding mountains. The Oxnard Plain is crossed by the channels and floodplains of Santa Clara River and Calleguas Creek, which have deposited up to 250 feet of Holocene sediments composed of alternating beds of sand, gravel, silt, and clay typical of channel and floodplain deposits (CGS, 2002d).

Site Geologic Conditions and Hazards

Local Geology

The proposed Project site is mapped as being underlain in its entirety by Holocene alluvial deposits consisting of unconsolidated, poorly sorted sandy clay and clayey sand with local gravel (CGS, 2003 and 2004). A geologic feasibility study for an adjacent parcel/project located just to the east of the Sakioka Farms eastern boundary titled *Feasibility Study, Proposed Industrial Development, Camino Real Business*

Park, 3450 East Camino Avenue, Oxnard, California prepared by GeoSoils Consultants, Inc. (GeoSoils) and dated June 21, 2005 was reviewed for subsurface geotechnical information. Borings conducted for the GeoSoils study, ranging in depth from 30 to 50 feet, indicate alluvial subsurface materials consisting of interbedded clayey silt and silty clay in the upper 20 feet transitioning to fine sand and silty sand to the maximum depth drilled. These materials ranged from moderately dense or firm near the surface to dense or stiff with depth.

Groundwater is relatively shallow in the vicinity of the Project site, ranging from 9 to 18 feet in borings at the adjacent Camino Real Business Park Site to the east (GeoSoils, 2005). Historically highest groundwater levels as indicated in the Seismic Hazard Zone Reports for the Oxnard and Camarillo Quadrangles ranges from 6 to 10 feet below ground surface (CGS, 2002c and 2002d).

Slope Stability

Important factors that affect the slope stability of an area include the steepness of the slope, the relative strength of the underlying rock material, and the thickness and cohesion of the overlying colluvium. The steeper the slope and/or the less strong the rock, the more likely the area is susceptible to landslides. The steeper the slope and the thicker the colluvium, the more likely the area is susceptible to debris flows. Such areas can be identified on maps showing the steepness of slopes (Graham and Pike, 1998) when used in combination with a geologic map. Another indication of unstable slopes is the presence of old or recent landslides or debris flows.

The proposed Project site is flat to very gently sloping and is not subject to slope stability issues.

Soils

The soils underlying the proposed Project reflect the underlying geologic units, the extent of weathering of the underlying geologic units, the degree of slope, and the degree of modification by man. Soil mapping by the USDA National Resource Conservation Service (NRCS) U.S. Department of Agriculture, Soil Conservation Service in the Soil Survey of Ventura Area, California (1970), accessed through the NRCS Web Soil Survey website, has provided information for surface and near-surface subsurface soil materials. The Project site is entirely located within actively farmed agricultural land and, thus, the near surface soils at the site have been homogenized and amended by farming practices. Three soil series are mapped at the Project site and although the surface soils have been modified by farming activities the general characteristics of the underlying soils should be similar to those of the mapped soil units. A summary of the significant characteristics of the soil units underlying the Project site is presented in Table IV.F-1.

Table IV.F-1
Soil Units Underlying the Sakioka Farms Project Site

Soil Name	% of Project Site	Description	Expansion Potential (shrink-swell)	Risk of Corrosion	
				Uncoated Steel	Concrete
Camarillo	67	Deep ^a sandy loam ^b to loam formed on alluvial fans and plains. This soil is moderately alkaline and commonly contains soluble salts.	Low	High	Moderate
Hueneme	23	Deep sandy loam to loamy sands formed in basins and on alluvial plains. This soil is mildly to moderately alkaline and may contains soluble salts.	Low	High	Moderate
Pacheco	10	Deep silty clay loam formed in basins and on alluvial plains. This soil is mildly to strongly alkaline and may contains soluble salts.	Moderate	High	Moderate
<i>Notes:</i> a) Deep soils are generally 60 inches or greater in depth. b) Loam – a soil composed of approximately equal parts of sand, silt, and clay.					

Expansive soils are characterized by their ability to undergo significant volume change (shrink and swell) due to variation in soil moisture content. Changes in soil moisture could result from rainfall, landscape irrigation, utility leakage, roof drainage, and/or perched groundwater. Expansive soils are typically very fine grained with a high to very high percentage of clay.

Corrosivity of soils is generally related to several key parameters: soil resistivity, presence of chlorides and sulfates, oxygen content, and pH. Typically, the most corrosive soils are those with the lowest pH and highest concentration of chlorides and sulfates. High sulfate soils are corrosive to concrete and may prevent complete curing reducing its strength considerably. Low pH and/or low resistivity soils could corrode buried or partially buried metal structures.

The properties of soil which influence erosion by rainfall and runoff are ones which affect the infiltration capacity of a soil and those which affect the resistance of a soil to detachment and being carried away by falling or flowing water. Soils containing high percentages of fine sands and silt and that may have low in density are generally the most erodible. These soil types generally coincide with soils such as young alluvium and other surficial deposits, which likely occur in areas throughout the Project area. As the clay and organic matter content of these soils increases, the potential for erosion decreases. Clays act as a binder to soil particles, thus, reducing the potential for erosion. However, while clays have a tendency to resist erosion, once eroded they are easily transported by water. Clean, well-drained, and well-graded gravels and gravel-sand mixtures are usually the least erodible soils. Soils with high infiltration rates and permeabilities reduce the amount of runoff. All three of the soil units found at the Project site have little to no potential for erosion due to the level project site and which reduces or eliminates natural runoff, the

moderate to moderately rapid permeability of the soils, and due to the moderate clay content and the high organic matter content (due to the farming activities) which aids in binding the soil.

Faults and Seismicity

The Project site is located within the seismically active Southern California region and will likely be subject to strong ground shaking associated with earthquakes on faults of both the San Andreas and Transverse Ranges fault systems. Active faults of the San Andreas system are predominantly strike-slip faults accommodating translational movement. The Transverse Ranges fault system consists primarily of blind reverse and thrust faults accommodating tectonic compressional stresses in the region. Blind faults have no surface expression and have been located using subsurface geologic and geophysical methods. This combination of translational and compressive stresses gives rise to diffuse seismicity across the region. Since periodic earthquakes accompanied by surface displacement can be expected to continue in the study area through the lifetime of the proposed project, the effects of strong groundshaking and fault rupture are of primary concern to the safety of project facilities and to the people who may occupy businesses and residences that are part of the proposed project.

The seismicity of Southern California is dominated by the intersection of the north-northwest trending San Andreas Fault system and the east-west trending Transverse Ranges fault system. Both systems are responding to strain produced by the relative motions of the Pacific and North American Tectonic Plates. This strain is relieved by right-lateral strike-slip faulting on the San Andreas, and related faults, left-lateral strike slip on the Garlock Fault, and by vertical, reverse-slip or left-lateral strike-slip displacement on faults in the Transverse Ranges. The effects of this deformation include mountain building; basin development; deformation of Quaternary marine terraces; widespread regional uplift; and generation of earthquakes. Active reverse or thrust faults in the Transverse Ranges include blind thrust faults responsible for the 1994 Northridge Earthquake, and the frontal faults responsible for uplift of the Santa Monica, Santa Susana, and Santa Ynez Mountains. The frontal faults include the Malibu Coast, Santa Monica-Hollywood, Santa Susana, and Santa Ynez faults. Active right lateral strike slip faults east of the Ventura-Oxnard area include the San Andreas and San Gabriel fault systems.

Both the Transverse Ranges and Ventura-Oxnard area are characterized by numerous geologically young faults. These faults can be classified as historically active, active, potentially active, or inactive, based on the following criteria (CGS, 1999):

- Faults that have generated earthquakes accompanied by surface rupture during historic time (approximately the last 200 years) and faults that exhibit aseismic fault creep are defined as **Historically Active**.
- Faults that show geologic evidence of movement within Holocene time (approximately the last 11,000 years) are defined as **Active**.
- Faults that show geologic evidence of movement during the Quaternary (approximately the last 1.6 million years) are defined as **Potentially Active**.

- Faults that show direct geologic evidence of inactivity during all of Quaternary time or longer are classified as **Inactive**.

Although it is difficult to quantify the probability that an earthquake will occur on a specific fault, this classification is based on the assumption that if a fault has moved during the Holocene epoch, it is likely to produce earthquakes in the future. Blind thrust faults do not intersect the ground surface, and thus they are not classified as active or potentially active in the same manner as faults that are present at the earth's surface. Blind thrust faults are seismogenic structures and thus the activity classification of these faults is predominantly based on historic earthquakes and microseismic activity along the fault.

Figure IV.F-1 shows locations of active and potentially active faults (representing possible seismic sources) and earthquakes in the region surrounding the project area. Active and potentially active faults within 50 miles of the Project site that are significant potential seismic sources are presented in Table IV.F-2.

Table IV.F-2
Significant Active and Potentially Active Faults in the Project Area

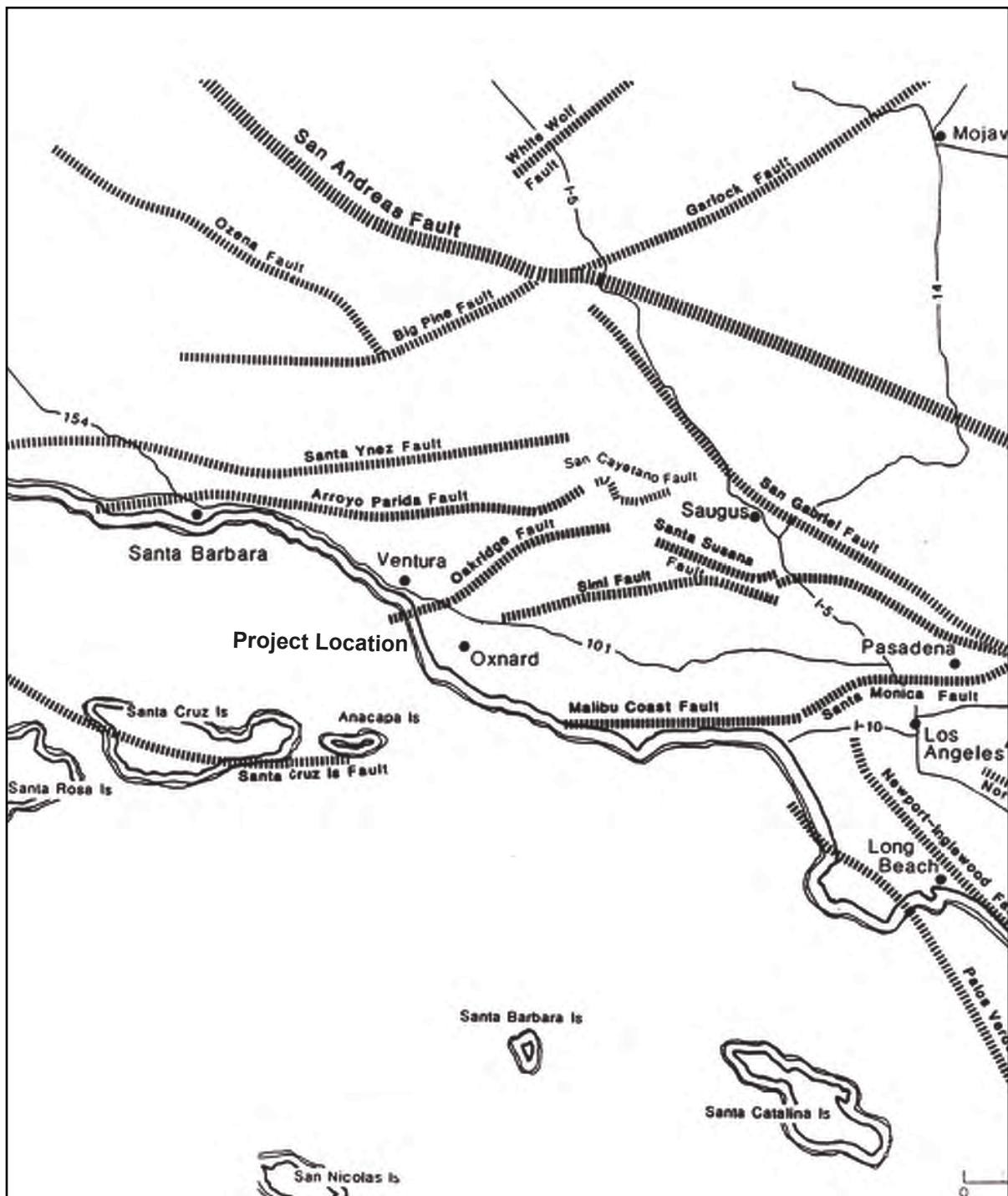
Name	Closest Distance to Project (miles) ¹	Estimated Max. Earthquake Magnitude ^{2,3}	Fault Type and Dip Direction ³	Slip Rate (mm/yr) ^{3,4}	Estimated Site Intensity ⁵ (Modified Mercalli)
Simi-Santa Rosa	2	7.0	Left Lateral Reverse Oblique, 60° N	1.0	X
Oak Ridge – Onshore Segment	3.4	7.0	Reverse, 65° S	4.0	X
Ventura-Pitas Point	7	6.9	Reverse Left Lateral Oblique, 75° N	1.0	IX
Oak Ridge – Offshore Segment	8	7.1	Reverse, 30° S	3.0	IX
Anacapa-Dume	11	7.5	Reverse Left Lateral Oblique, 45° N	3.0	IX
San Cayetano	15	7.0	Reverse, 60° N	6.0	IX
Malibu Coast	16	6.7	Left Lateral Reverse Oblique, 75° N	0.3	VIII
Santa Ynez	21	7.1	Left Lateral Strike Slip, 90°	2.0	VIII
Santa Susana	23	6.7	Reverse, 55° N	5.0	VII
Northridge	24	7.0	Blind Thrust, 42° S	1.5	VIII
Holser	26	6.5	Reverse, 65° S	0.4	VII
Santa Monica	28	6.6	Left Lateral Reverse Oblique, 75° N	1.0	VII
Big Pine	33	6.9	Left Lateral Strike Slip, 90°	0.8	VI
San Gabriel	34.0	7.2	Right Lateral Strike Slip, 90°	1.0	VII
Sierra Madre – San Fernando Segment	38	6.7	Reverse, 45° S	2.0	VI

Table IV.F-2
Significant Active and Potentially Active Faults in the Project Area

Name	Closest Distance to Project (miles) ¹	Estimated Max. Earthquake Magnitude ^{2,3}	Fault Type and Dip Direction ³	Slip Rate (mm/yr) ^{3,4}	Estimated Site Intensity ⁵ (Modified Mercalli)
Palos Verdes	37	7.3	Right Lateral Strike Slip, 90°	3.0	VII
Verdugo	41	6.9	Reverse, 45° NE	0.5	VI
Hollywood	42	6.4	Left Lateral Reverse Oblique, 70° N	1.0	VI
San Andreas – Carrizo Segment	43	7.4	Right Lateral Strike Slip, 90°	30.0	VII
Garlock	44	7.3	Left Lateral Strike Slip, 90°	6.0	VI
Newport-Inglewood	44	7.1	Right Lateral Strike Slip, 90°	1.0	VI
Plieto Thrust	44	7.0	Reverse, 45° S	2.0	VI
Upper Elysian Park Blind Thrust	48	6.4	Blind Thrust, 50° NE	1.3	V
Puente Hills Blind Thrust	49	7.1	Blind Thrust, 25° N	0.7	VI
<p><i>Notes:</i></p> <p>1) Fault distances obtained using the EQFault computer program (Blake, 2000), based on digitized data adapted and modified from the 2002 CGS fault database.</p> <p>2) Maximum Earthquake Magnitude – the maximum earthquake that appears capable of occurring under the presently known tectonic framework, using the Richter scale.</p> <p>3) Fault parameters from the CGS Revised 2002 California Probabilistic Seismic Hazard Maps report, Appendix A - 2002 California Fault Parameters.</p> <p>4) References to fault slip rates are traditionally presented in millimeters per year.</p> <p>5) Estimated Site Intensity using the Modified Mercalli scale is based on the estimated maximum earthquake and is calculated by the EQFault computer program using the Sadigh et. al. 1997 Horizontal – Soil site attenuation relationship. See Table IV.F-4 for descriptions of the varying intensity categories.</p>					

Fault Rupture

Although there are no faults mapped across the Project site, it should be noted however that the Project site lies along the projected alignments of two segments of the east-west trending Simi-Santa Rosa fault. The closest mapped traces (the Springville and Camarillo segments) of the Simi-Santa Rosa fault are located approximately 1.5 and 3.4 miles, respectively, to the northeast and east of the eastern boundary of the Project site. As shown in Figure IV.F-2, the approximate trends of the Springville and Camarillo segments of this fault cross the southern half of the Project site. This results in a potential for surface fault rupture to occur at the site. The Simi-Santa Rosa fault is an active fault of the western Transverse Ranges and is Alquist-Priolo zoned where it is visible at the surface in the Camarillo Hills, along the northeastern edge of the Simi Valley, and along the northern edge of the Santa Rosa Valley. The trace of



Source: California Division of Mines and Geology, 1982

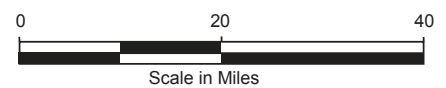


Figure IV.F-1
Regional Fault and Earthquake Map

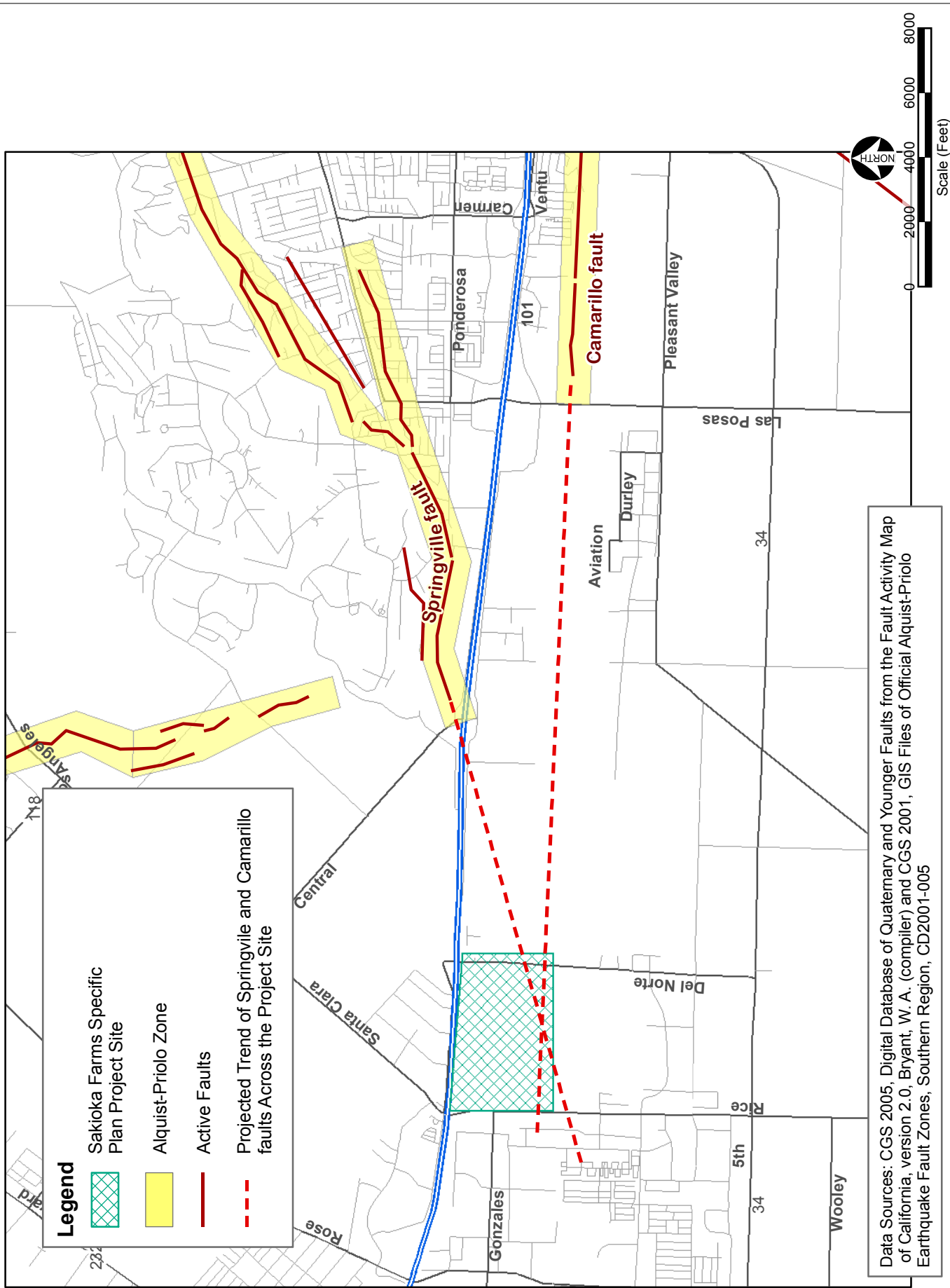


Figure IV.F-2
Projected Trend Faults

the fault disappears to west as the fault zone enters the deep sediment filled Oxnard Plain of the Ventura Basin.

Strong Ground Shaking

The Specific Plan site is located in a region that has a history of strong seismic activity. Any of the faults listed in Table IV.F-1 could potentially generate earthquakes resulting in strong ground shaking. A review of historic earthquake activity from 1800 to 2005 indicates that nineteen earthquakes of magnitude 5.5 or greater have occurred within a 50 miles of the project site, with some of the earthquakes representing aftershocks of larger earthquakes. Earthquakes are classified by their magnitude (M), a measure of the amount of energy released during the event. Earthquakes of M 6.0 to M 6.9 are classified as moderate. Earthquakes between M 7.0 and M 7.9 are classified as major, and earthquakes of M 8.0 or greater are classified as great. A summary of six earthquake events that had historic significance in the project area is presented in Table IV.F-3, including approximate distance from the site, magnitude, and summary of related damage.

**Table IV.F-3
Significant Historic Earthquakes in the Project Area**

Date	Approximate Distance (miles)	Earthquake Magnitude¹	Name, Location, or Region Affected	Comments²
December 21, 1812	38	7.1	Los Angeles, Ventura, and Santa Barbara Area	Damaged and destroyed missions in the area and resulted in one death
June 29, 1925	38	6.8	Santa Barbara Earthquake	This earthquake resulted in \$8 million in damage, and 13 deaths were reported in connection with the earthquake.
June 30, 1941	28	5.9	Santa Barbara Earthquake	The shaking from this earthquake resulted in approximately \$150,000 in damage, including broken water mains, cracked and toppled walls, tops of streetlights snapped off, and goods thrown down from store shelves.
February 9, 1971	44	6.6	San Fernando (Sylmar) Earthquake	This earthquake caused over \$500 million in damage and resulted in 65 deaths. As A result of the damage from this earthquake, building codes were strengthened and the Alquist Priolo Special Studies Zone Act of 1972 was passed.

**Table IV.F-3
Significant Historic Earthquakes in the Project Area**

Date	Approximate Distance (miles)	Earthquake Magnitude¹	Name, Location, or Region Affected	Comments²
February 21, 1973	12	5.9	Point Mugu Earthquake	The Point Mugu earthquake was responsible for at least five injuries and more than \$1 million damage in the Point Mugu-Oxnard area. Large boulders fell down onto Highway 1 at Point Mugu, partially blocking the road. Most damage reported was to windows, ceilings, plaster, chimneys and shelved goods, though structural damage and broken pipes were also reported.
January 17, 1994	34	6.7	Northridge Earthquake	Resulted in 60 deaths and approximately \$15 billion in property damage. Damage was significant and widespread, including collapsed freeway overpasses and more than 40,000 damaged buildings in Los Angeles, Ventura, Orange, and San Bernardino Counties.
<i>Notes:</i> 1) Earthquake magnitudes and locations before 1932 are estimated based on reports of damage and felt effects. 2) Earthquake damage information compiled from the Southern California Data Center (SCEDC, 2008) and National Earthquake Information Center (NEIC, 2005) websites.				

The intensity of the seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between the Project area and the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the project area. Earthquakes occurring on faults closest to the project site would most likely generate the largest ground motion. The intensity of earthquake induced ground motions can be described using peak site accelerations, represented as a fraction of the acceleration of gravity (g). The estimated peak ground acceleration (PGA) of 0.61g for the Project site was obtained from the CGS Probabilistic Seismic Hazard Assessment (PSHA) Interactive Map website (CGS, 2008). PSHA Maps depict peak ground accelerations with a 10 percent probability of exceedance in 50 years. Peak ground acceleration is the maximum acceleration experienced by a particle on the earth's surface during the course of an earthquake, and the units of acceleration are most commonly measured in terms of fractions of g, the acceleration due to gravity (980 cm/sec²). Another commonly used measure of earthquake intensity is the Modified Mercalli Scale, which is a subjective measure of the strength of an earthquake at a particular place as determined by its effects on persons, structures, and earth materials. The Modified Mercalli Scale for Earthquake Intensity is presented in

Table IV.F-4, along with a range of approximate average peak accelerations associated with each intensity value.

**Table IV.F-4
Modified Mercalli Scale For Earthquake Intensity**

Intensity Value	Intensity Description	Average Peak Acceleration
I	Not felt except by a very few persons under especially favorable circumstances.	<0.0017 g
II	Felt only by a few persons at rest, especially on upper floors on buildings. Delicately suspended objects may swing.	0.0017-0.014 g
III	Felt noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing motor cars may rock slightly, vibration similar to a passing truck. Duration estimated.	
IV	During the day felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.	0.014-0.039 g
V	Felt by nearly everyone, many awakened. Some dishes and windows broken; a few instances of cracked plaster; unstable objects overturned. Disturbances of trees, poles may be noticed. Pendulum clocks may stop.	0.039–0.092 g
VI	Felt by all, many frightened and run outdoors. Some heavy furniture moved; and fallen plaster or damaged chimneys. Damage slight.	0.092–0.18 g
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving motor cars.	0.18–0.34 g
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving motor cars disturbed.	0.34–0.65 g
IX	Damage considerable in specially designed structures; well designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.	0.65–1.24 g
X	Some well built wooden structures destroyed; most masonry and frame structures destroyed with foundations; ground badly cracked. Rails bent. Landslides considerable from riverbanks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.	>1.24 g
XI	Few, if any, masonry structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.	
XII	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seen on ground surface. Lines of sight and level are distorted. Objects are thrown upward into the air.	

Source: Bolt, 1988; USGS, 2008.

Liquefaction

Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake induced, strong groundshaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments and the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects (Youd and Perkins, 1978). In addition, densification of the soil resulting in vertical settlement of the ground can also occur.

Seismic hazard mapping has been conducted by the CGS, for the two 7.5-Minute Quadrangles that the project site is located on, the Oxnard and Camarillo Quadrangles (CGS, 2002a and 2002b). Seismic Hazard Maps delineate areas of potential liquefaction and seismically induced landslides, and based on these maps the entire project site and surrounding areas is mapped as having liquefaction potential. Review of the geotechnical feasibility study conducted for the adjacent Camino Real Business Park Site indicates that most of the materials at less than 40 feet depth are not liquefiable, (i.e. fine grained and moderately dense to dense); however, below 20 feet there are layers of sandy sediments that may be subject to liquefaction (GeoSoils, 2005).

Regulatory Setting

Federal

Environmental Protection Agency – Clean Water Act

Stormwater runoff from construction activities can have a significant impact on water quality. As stormwater flows over a construction site, it picks up pollutants like sediment, debris, and chemicals. Polluted stormwater runoff can harm or kill fish and other wildlife. Sedimentation can destroy aquatic habitat and high volumes of runoff can cause stream bank erosion. Under the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) Stormwater program requires operators of construction sites one acre or larger (including smaller sites that are part of a larger common plan of development) to obtain authorization to discharge stormwater under an NPDES construction stormwater permit and the development and implementation of stormwater pollution prevention plans (SWPPP) is the focus of NPDES stormwater permits for regulated construction activities.

Most states are authorized to implement the Stormwater NPDES permitting program. EPA remains the permitting authority in a few states, territories, and on most land in Indian Country. For construction (and other land disturbing activities) in areas where EPA is the permitting authority, operators must meet the requirements of the EPA Construction General Permit (CGP). In California, Stormwater NPDES permits on non-tribal and non-federal land are overseen by the State of California EPA (CalEPA).

A SWPPP must include a site description, including a map that identifies sources of storm water discharges on the site, anticipated drainage patterns after major grading, areas where major structural and nonstructural measures will be employed, surface waters, including wetlands, and locations of discharge

points to surface waters. The SWPPP also describes measures that will be employed, including at least protection of existing vegetation wherever possible, plus stabilization of disturbed areas of site as quickly as practicable, but no more than 14 days after construction activity has ceased.

2006 International Building Code

The 2006 International Building Code replaces the 1997 Uniform Building Code and contains provisions for structural engineering design. Published by the International Conference of Building Officials, the 2006 International Building Code addresses (IBC) addresses the design and installation of building systems through requirements that emphasize performance. The IBC includes codes governing structural as well as fire- and life-safety provisions covering seismic, wind, accessibility, egress, occupancy, and roofs. The scope of this code covers all buildings except 3-story one- and two-family dwellings and town homes.

2006 International Residential Code

The 2006 International Residential Code is a comprehensive, stand-alone residential code that establishes minimum regulations for one- and two-family dwellings of three stories or less. It includes all building, plumbing, mechanical, fuel gas, energy and electrical provisions for one- and two-family dwellings. The provisions of the 2006 International Residential Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, removal and demolition of detached one- and two-family dwellings and townhouses that are not more than three stories above grade with a separate means of egress and their accessory structures. The 2006 International Residential Code is intended to provide minimum requirements to safeguard public safety, health and general welfare through affordability, structural strength, means of egress facilities, stability, sanitation, light and ventilation, energy conservation and safety to life and property from fire and other hazards attributed to the built environment.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (formerly the Special Studies Zoning Act) regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. While this Act does not specifically regulate overhead transmission lines, it does help define areas where fault rupture is most likely to occur. This Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive. These classifications are qualified by the conditions that a fault must be shown to be “sufficiently active” and “well defined” by detailed site-specific geologic explorations in order to determine whether building setbacks should be established.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (the Act) of 1990 (Public Resources Code, Chapter 7.8, Division 2) directs the California Department of Conservation, Division of Mines and Geology [now called California Geological Survey (CGS)] to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones.

California Building Code

The California Building Code, Title 24, Part 2 (CBC, 2007) provides building codes and standards for constructions of structures in California. The 2007 CBC is based on the 2006 International Building Code with the addition of more extensive structural seismic provisions. As the proposed project site lies within Seismic Zone 4, provisions for design should follow the requirements of Chapter 16. Chapter 16 of the CBC contains definitions of seismic sources and the procedure used to calculate seismic forces on structures.

Local

Elements of the Oxnard 2020 General Plan contain policies for the avoidance of geologic hazards and/or the protection of unique geologic features. The City 2009 Building Codes (based on the 2007 CBC) contain regulations for construction in the City.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a project could have a potentially significant impact on geology and soils if it were to cause one or more of the following conditions:

- (a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault;
 - ii) Strong seismic ground shaking;
 - iii) Seismic-related ground failure, including liquefaction; or
 - iv) Landslides.
- (b) Result in substantial soil erosion or the loss of topsoil;

- (c) 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;
- (d) 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; or
- (e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Project Impacts

Thresholds with No Impact

The following CEQA thresholds have no impact on or from the proposed Specific Plan and are not discussed further beyond the summaries below:

- The proposed Project site is flat to very gently sloping and as such would not be subject to slope failures or landslides and would therefore have no impact related to Threshold (a) iv) or Threshold (c) as related to landslides.
- As the Specific Plan would tie into the City's existing wastewater system, the proposed Project would have no impact related to Threshold (e) listed above.

Construction Impacts

Soil Erosion

Grading and excavation for roads, foundations, and buried utilities would result in loosening of soils and removal of topsoil in some areas at the project site. The native soils underlying the Project site are generally not prone to erosion by water/runoff due to the flat topography, the permeability of the soils, and due to the moderate clay content and the high organic matter content (due to the farming activities) which aids in binding the soil. However, soils loosened during construction may be prone to wind erosion and minor water erosion. The Project developers would be required to submit grading and erosion plans to the City and would also be subject to implementation of a SWPPP, which would include incorporation of erosion control measures as part of the storm water pollution prevention measures. Impacts related to erosion or loss of topsoil [Threshold (b)] due to construction of the proposed Project would be less than significant with implementation of the required building and grading permit requirements and the SWPPP erosion control measures.

Unstable Slopes

The proposed Project site is flat and would not be subject to unstable slopes except where temporary slopes are created during excavations for foundations and utility trenches. Any temporary slopes created by construction would be stabilized by appropriate temporary measures during construction, in

compliance with current building codes and OSHA standards, thereby reducing the potential impact to a less than significant level.

Operational Impacts

Seismic Hazards

Fault Rupture

The proposed Project site is not crossed by any Alquist-Priolo zoned faults; however, the projected traces of two segments, the Springville and Camarillo segments, of the east-west trending Simi-Santa Rosa fault cross the southern portion of the project site as shown in Figure IV.F-2. These segments of the Simi-Santa Rosa fault are Alquist-Priolo zoned where they have been mapped on the surface approximately 1.4 and 3.4 miles to the north and northeast of the project site, respectively. The potential presence of these fault segments through the southern portion of the Project site results in a potentially significant impact. Implementation of mitigation to verify the presence of these faults and avoid them if present as specified by the Alquist-Priolo Earthquake Fault Zoning Act would reduce impacts related to rupture of a known earthquake fault [Threshold (a) i)] to a less than significant level.

Seismic Shaking

It is likely that structures and associated facilities for the proposed project would be subjected to at least one moderate or larger earthquake occurring close enough to produce local seismic groundshaking. Moderate to strong groundshaking should be expected in the event of an earthquake on the faults in the project area and from other major faults in the region, with an estimated PGA of 0.61 g for the Project site. Local strong groundshaking could result in damage or collapse of project structures resulting in an increase in the hazard to the public (person in or near structures). However, proper design following industry standards, including detailed geotechnical surveys for proposed development and City and State Building codes for Seismic Zone 4, would reduce the potential impact related to exposing people or structures to hazards related to strong seismic ground shaking [Threshold (a) ii)] to a less than significant level.

Liquefaction

The proposed Project site is located in an area mapped as potentially liquefiable on CGS Seismic Hazard Maps. Additionally, geotechnical studies for nearby parcels indicate that groundwater in the area is shallow and that layers of potentially liquefiable sediments exist in the area. In the event of strong groundshaking, liquefaction could occur, resulting in damage to Project structures. This is a potentially significant impact. However, proper design following industry standards, including required detailed geotechnical surveys for proposed development and City and State Building codes for Seismic Zone 4, would reduce the potential impact related to exposing people or structures to hazards related to liquefaction [Threshold (a) iii)] to a less than significant level.

Expansive Soil

Expansion potential for the soils at the Project site alignment ranges from low to moderate. Expansive soils can also cause problems to structures at the site. Soils that exhibit shrink-swell behavior are clay-rich and react to changes in moisture content by expanding or contracting. Some of the natural soil types identified within the Project site have low to moderate clay content and many have moderate shrink-swell potential. Expansive soils may cause differential and cyclical foundation movements that can cause damage and/or distress to structures and associated facilities. However, proper design following industry standards, including required detailed geotechnical surveys for proposed development and City and State Building codes, would reduce the potential impact from damage to property from expansive soils [Threshold (d)] to a less than significant level.

CUMULATIVE IMPACTS

Development of the proposed Project in combination with the related projects would result in further “infilling” of various land uses in the City of Oxnard area. Geotechnical hazards are generally site-specific and there is little, if any, cumulative relationship between development of the proposed project and the related projects. As such, construction of the related projects is not anticipated to combine with the proposed project to cumulatively expose people or structures to such geologic hazards as landslides and/or unstable soils, or to increase the potential for soil erosion or the loss of topsoil. Any site-specific issues would be addressed on a project-specific basis similar to the recommendations outlined for the proposed project in this EIR section. Therefore, any potential cumulative geological impacts would be reduced to less than significant levels.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City’s population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service ‘C’); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of geology and soil impacts.

MITIGATION MEASURES

Construction Impacts

Impacts associated with geology and soils during construction of the proposed Project would be less than significant and no mitigation measures are required.

Operational Impacts

The following mitigation measure is required to reduce the potential impacts to project structures and facilities and the public from seismic events occurring on the regional southern California faults.

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

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

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

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Any potentially significant impacts associated with geology and soils for the proposed Project would be less than significant with implementation of the recommended mitigation measure. The proposed Project is located in seismically active southern California and would thus be subject to hazards related to strong seismic events. However, implementation of the required codes and recommended mitigation measure would reduce the potential impact to that consistent with other well designed structures in Southern California.

IV. ENVIRONMENTAL IMPACT ANALYSIS

G. HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section is based largely on the Phase I Environmental Site Assessment (Phase I ESA), titled *Report of Phase I Environmental Site Assessment, Sakioka Farms 427-acre Agricultural Site (APNs 216-0-030-065, 075, 085, and 105) City of Oxnard, County of Ventura, State of California*, prepared by RBF Consulting, August 2, 2002. A Phase I ESA is a report that provides a detailed description of the history of uses at a given site, the building materials used at the site, and the potential existence of hazardous materials at the site and in the vicinity of a site. The Phase I ESA can be found as Appendix F to this Draft EIR.

ENVIRONMENTAL SETTING

Section 25501 (n) and (o) of the California Health and Safety Code defines a hazardous material as any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous wastes, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A “hazardous waste” is any hazardous material that is abandoned, discarded, or recycled, as defined by Section 25124 of the California Health and Safety Code. In addition, hazardous wastes occasionally may be generated by actions that change the composition of previously non-hazardous materials. The criteria that characterize a material as hazardous include ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity.

Existing Project Site Development

The Specific Plan project site encompasses approximately 430 acres of farmland south of the Ventura Freeway, east of Rice Avenue, west of Del Norte Boulevard, and north of the Procter and Gamble site. The Project site is currently used as farmland, and is therefore vacant with the exception of minor farm-related structures (garages, sheds, trailers, etc.). These structures are located in clusters around different areas of the Project site.

Aerial Photographs

RBF reviewed available historical aerial photographs for the Project site and immediately adjacent areas to assist in the identification of development activities that have historically occurred on-site. Review of available historical aerial photographs dated 1938 through 1994 provided the following chronological sequence of site history.

1938 In the 1938 aerial photograph, on-site land uses appear to consist of agricultural uses (orchards and row crops). Approximately ten (10) structures are visible on the site,

primarily located on the northern and southern portions. Unimproved dirt roads are visible and traverse the subject site in several areas. Surrounding off-site uses consist solely of agricultural uses. Limited residential structures are located to the north along with Ventura Boulevard.

- 1945** In the 1945 aerial photograph, on-site land uses appear similar to those viewed in the 1938 aerial photograph. It should be noted that due to the scale of the 1945 aerial photograph (1"=400'), only the eastern portion of the site is visible. The eastern portion appears to consist of row crops, which appear to extend in a north/south direction. Off-site to the north, there appears to be under some residential development.
- 1959-1966** In the 1959 through 1966 aerial photographs, on-site land uses appear similar to those viewed in the 1938 through 1945 aerial photographs. Approximately seven (7) to ten (10) structures are now visible. One of the structures is large in size and may be associated with on-site agricultural uses; the remaining structures appear to consist of residential units and or storage areas (i.e., sheds, garages, etc.). Approximately seven (7) small developed areas are visible throughout the subject site; however, exact uses remain undefined, although they are assumed to be agriculturally related. Surrounding uses continue to be developed to the north; and agricultural uses to the east, south, and west. The Ventura Freeway is now present and abuts the subject site to the north.
- 1977** In the 1977 aerial photograph, on-site land uses appear similar to those viewed in the 1966 aerial photograph. It should be noted that in each of the historical aerial photographs, although land uses appear similar (agricultural), the subject site's organization is dynamic. Row crops and on-site unimproved roads are routinely changing and structures/wells are either being created or demolished. In the 1977 aerial photograph, the subject site appears to consist of approximately five (5) structures. One (1) detention basin/irrigation pond appears visible within the southeastern portion of the subject site. The majority of the on-site roads extend in an east/west direction; the roadways appear to be utilized for agricultural harvesting and maintenance. The southwestern portion of the subject site appears to consist of orchards and two houses. Surrounding off-site uses appear similar to those viewed in the 1966 aerial photograph. The Ventura Freeway/Del Norte Boulevard intersection is now present in the northeast portion of the site.
- 1989-1994** In the 1988 through 1994 aerial photographs, on-site land uses appear similar to those viewed in the 1977 aerial photograph. The on-site structures continue to be located within the northwestern portion. Aside from agricultural uses, numerous wells appear to be present within the boundaries of the subject site. The detention basin viewed in the 1977 aerial photograph is still present within the central portion. Surrounding mixed uses (agricultural, residential, limited industrial) appear similar to those viewed in the 1977 aerial photograph. Del Norte Boulevard is now present and runs north-south through the eastern portion of the subject site.

Based on review of the above referenced historical aerial photographs, the subject site appears to have consisted of agricultural uses and associated structures. Evidence of past wells was noted within the review of historical aerial photographs.

Environmental Regulatory Records Review

Federal Sources

Federal ASTM Records

National Priorities List (NPL): The National Priorities list (NPL) is the EPA's database of uncontrolled or abandoned hazardous waste sites identified for priority remedial actions under the Superfund program. A site must meet or surpass a predetermined hazard ranking system score, to be chosen as a state's top priority site, or meet three specific criteria set jointly by the U.S. Department of Health and Human Services and U.S. EPA in order to become an NPL site.

RCRA Corrective Action Report (CORRACTS): The EPA maintains this database of RCRA facilities which are undergoing "corrective action". A "corrective action order" is issued pursuant to the RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predated RCRA.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS/NFRAP): The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS/NFRAP) database is a comprehensive listing of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priorities List (NPL).

RCA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD): The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of facilities which report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA TSDs are facilities which treat, store and/or dispose of hazardous waste.

Toxic Release Inventory Systems (TRIS): All facilities that manufacture, process, or import toxic chemicals in quantities in excess of 25,000 pounds per year are required to register with the EPA under Section 313 of the Superfund Amendments and Reauthorization Act (SARA Title III) of 1986. Data contained in the TRIS system covers approximately 20,000 sites and 75,000 chemicals releases.

State Sources

State of California ASTM Record

State CERCLIS (SCL): This database is provided by the Department of Toxic Substances Control to evaluate and track activities at sites that may have been affected by the release of hazardous substances.

State Equivalent Priority List (SPL): This database is provided by the California Environmental Protection Agency, Department of Toxic Substances Control.

Leaking Underground Storage Tanks (LUST): This database is provided by the California Environmental Protection Agency.

Solid Waste Landfill List (SWLF): This database is provided by the California Solid Waste Information System (SWIS) and consists of both open as well as closed inactive solid waste disposal facilities and transfer station pursuant to the Solid Waste Management and Resource Recovery Act of 1972.

Registered Underground or Aboveground Storage Tank Database (UST/AST): This database is provided by the State Water Resources Control Board, Office of Underground Storage Tanks.

ERNS and State Lists (SPILLS): This database contains information from spill reports made to federal authorities including the EPA, the U.S. Coast Guard, the National Response Center and the Department of Transportation.

Project Site

The Project site is not listed in the above identified databases. There has been no notice of violation, cease and desist order, or the like issued with respect to the Project site. No corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on the subject site that was required by the programs listed above. The subject site has not been under investigation for violation of any environmental laws, regulations, or standards as identified in the databases above. The Oxnard City Fire Department maintains one (1) file within regards to the subject site. The file appeared to be maintained due to hazardous materials (fertilizers, pesticides, and gasoline/diesel) on-site; no violations or improper storage were found.

Surrounding Uses

Thirty-one (31) listed regulatory sites are located within a one-mile radius of the Project site which are listed in one or more of the above identified databases. For a complete list of sites identified and their status, refer to the Phase I ESA located in Appendix F to this EIR.

Site Reconnaissance

Project reconnaissance was completed by RBF Consulting on July 23, 2002 and verified in August, 2008. Readily accessible areas of the Project site and immediately adjoining properties were observed. The Project site is currently used as farmland, and is therefore vacant with the exception of several minor farm related structures (garages, sheds, trailers, etc.). These structures are located in clusters at different areas of the Project site. For the purposes of this analysis parts of the subject site is divided into seven separate areas (see Figure IV.G-1).

Area 1

Area 1, located in the northwestern corner of the Project site, consisted of five structures in 2002. Three of the structures are utilized as equipment storage sheds for onsite agricultural practices. All three of the

storage sheds were locked and appeared to have concrete floors/foundations. Access to the interior of the sheds was restricted at the time of inspection. The remaining two structures are utilized as maintenance garages. The larger garage has a concrete floor but the smaller garage was constructed with a dirt floor. The garages primarily contained parts, boxes for harvest, and miscellaneous debris.

Two mobile structures were also present in Area 1 in 2002. One mobile structure is utilized as a ranch office, and consists of a mobile trailer with air conditioning and carpet flooring. The other mobile unit appeared to be a metal truck trailer, which housed fertilizers and various hazardous materials. The trailer was locked, elevated over a concrete foundation, and appeared to have hazardous material signage posted on the rear sectional-sliding door.

Area 2

Area 2 consists of a portion of the Project site's northern boundary. Area 2 immediately abuts the Caltrans Ventura Freeway right-of-way fence. No structures were present within this area; however, this area appeared to function as an outside storage/staging area for parts and miscellaneous debris.

Area 3

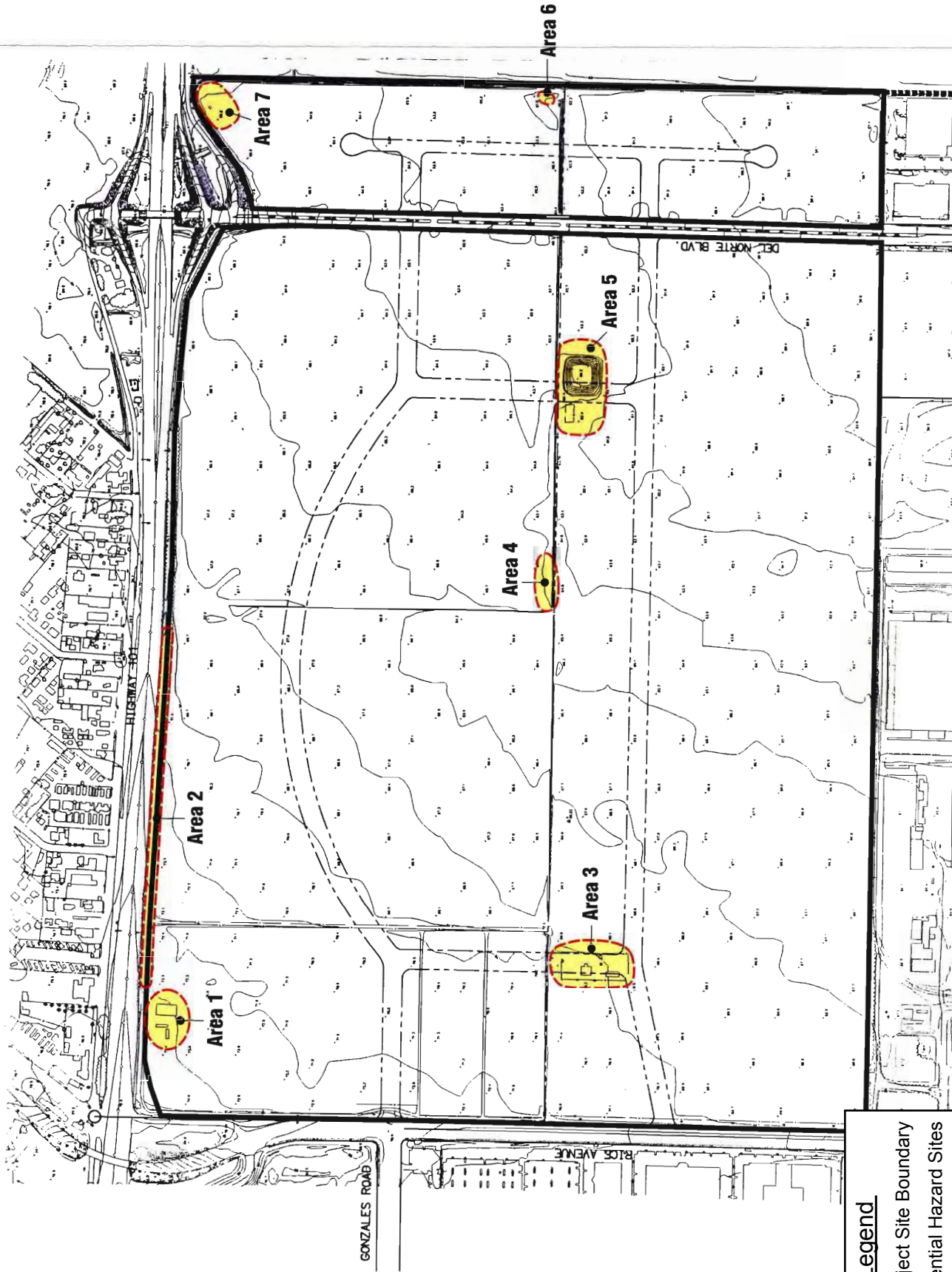
Area 3 consisted of eight structures which are utilized as storage garages and sheds in 2002. Two of the eight structures are utilized as garages. Five of the eight structures are utilized as storage sheds/trailers and appeared to be maintenance/parts sheds; however access was restricted during site inspection. The remaining structure appeared to have hazardous materials signage and was locked during site inspection. Interviews with field workers confirmed that hazardous materials such as fertilizers and pesticides were stored in the shed.

Areas 4-7



Areas 4-7 contained no onsite structures at the time of the site inspection in 2002. Unimproved dirt roads primarily delineate the boundaries of the Project site. The dirt roads, which are used only for agricultural practices, are located on the northern, eastern, southern, and western boundaries. One dirt road transverses the central portion of the Project site. The roads appeared to be properly maintained and generally consisted of compacted soil.

Asbestos Containing Materials (ACMs)

ACMs are building materials containing more than one percent asbestos. If inhaled, asbestos fibers can result in serious health problems. Although some structures are located within the boundaries of the Project site, the structures are of wood frame construction with no insulation, tile flooring, or friable materials. Therefore, the potential for ACMs to be found onsite is considered unlikely.



Legend

-  Subject Site Boundary
-  Potential Hazard Sites

Source: RBF Consulting, July 21, 2002.



Not to Scale

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.G-1
Subject Site - Area Map

Lead-based Paints (LBPs)

It is estimated that over 80 percent of all housing built prior to 1978 contains some LBP. In poor condition LBPs can create a potential health hazard for building occupants. Based upon the year the existing structures present on the Project site were built, the potential for LBPs to be found onsite are likely.

Chemical Storage Tanks – Underground Storage Tanks (USTs) and Above Ground Storage Tanks (ASTs)

USTs

During site reconnaissance, no evidence of USTs was noted. Neither documents reviewed, nor interviews with knowledgeable personal indicated that USTs were present on the site. One manhole cover was noted; however the manhole was labeled “GTE” and appeared to be associated with city utilities.

ASTs

Area 1

Approximately seven ASTs were noted within Area 1 in 2002. The onsite tanks appeared to be used for different purposes. Four of the ASTs were elevated above a concrete foundation and appeared to store diesel or gasoline. The ASTs varied in size and petroleum odors were present. Although staining was observed, it appeared to be limited to the concrete pad. Two of the ASTs appeared to contain gaseous mixtures. The final AST was noted near the pesticide mixing area, immediately west of the mobile office trailer. The AST was elevated as it was situated on top of approximately 17 stacked pallets. The contents could not be determined. Minor staining was noted in the general work area of the AST, pesticide mixing area, equipment storage area and garage. This staining was considered minor as it appeared to be associated with onsite maintenance and was limited to concrete portions of the area.

Approximately 30 55-gallon drums were noted in this area in 2002. The 55-gallon drums appeared to be used for storage and debris. Approximately three miscellaneous 5-gallon plastic buckets were noted around the large maintenance garage structure and appeared to contain waste-oil from onsite vehicles. Although no leakage was detected the buckets were full and uncovered, therefore, causing concern for a material threat (accidental spill, improper storage).

Area 2

Approximately five ASTs were noted within Area 2 in 2002. Four of these ASTs appeared to be used for liquid fertilizer storage; one was lying on its side and was empty. No leakage or odor was noted with regards to the ASTs located within Area 2. Several 55-gallon drums were stored on pallets within Area 2. Drums that were sealed appeared to be full but the contents of these drums was not identified. Unsealed drums appeared to be used for trash cans and miscellaneous debris. Surficial staining was noted in the immediate vicinity of the drums. The staining appeared to be associated with onsite maintenance and is considered to be minor in nature.

Area 3

Approximately nine ASTs were noted within the boundaries of Area 3 during the site inspection in 2002. Three of the ASTs appeared utilized for pesticide/fertilizer storage and distribution. Three of the ASTs were of metal construction and appeared to contain diesel or gasoline. Two white ASTs containing propane were present; no odor was present. The final AST was a plastic water tank.

Approximately seven 55-gallon drums were noted within the boundaries of Area 3. Two of the drums were attached to a mobile trailer and appeared to contain oil for onsite farm equipment. Light, superficial staining was noted directly underneath the trailer; however this staining was associated with onsite maintenance and is considered to be minor in nature. There were also two unsealed 5-gallon buckets, one containing waste oils and the other contained fertilizer. Although no leakage was detected the buckets were full and uncovered, therefore, causing concern for a material threat (accidental spill, improper storage).

Area 4

One plastic AST was noted in Area 4 and appeared to contain Urea Ammonia Nitrate, 15-0-0. No evidence of leakage or odor was present.

Area 5

Three 55-gallon drums were observed within Area 5 during site inspection in 2002. Two drums were used as trash cans and one drum was sealed and the contents remained unidentified. Five 5-gallon buckets were noted however the buckets were sealed and no signs of odors or leakage were noted. One pesticide/fertilizer mixing truck (with three plastic ASTs aboard) was noted within Area 5.

Area 6

One metal AST containing diesel or gasoline was noted in Area 6 in 2002. Evidence of staining was noted on the AST and immediately underneath the trailer hitch, however due to the mobile nature of the AST, surficial staining appeared to be minor.

Chemical Storage Areas

In addition to the AST previously discussed, special areas for chemical storage were delineated in 2002. Area 1 contained one metal sided, elevated, truck trailer as the designated hazardous material storage area which houses fertilizer and pesticide materials. This location is where pesticides are mixed for this portion of the Project site.

Area 3 contained one similar storage area (truck trailer/shed), which housed hazardous materials. Access to the storage area was not obtained. One pesticide/fertilizer mixing area was present within Area 3. No odors or staining was present in this area.

Spills

Dark staining was noted within Area 5 in 2002. This staining was approximately 21-feet in size and appeared to have dark, saturated surficial soils. The vertical extent of the contamination was not discerned. While numerous areas throughout the Project area have evidence of surficial staining, most is

located on concrete, and therefore subsurface staining is reduced. Surficial soil staining appears to be minor and associated with regular maintenance of farm equipment

Solid Waste Disposal

No indication of onsite waste disposal practices was noted during site reconnaissance in 2002. Areas 1 and 2 contained dumpsters and miscellaneous debris. The condition of the soils underneath the debris piles was inaccessible during the site reconnaissance.

Polychlorinated Biphenyls (PCBs)

Power lines and transformers were noted within the western portion of the Project site. No evidence of leakage or staining was noted.

Wells

Five water wells are within the boundaries of the Project site and are used for onsite irrigation practices in 2002. In addition there are six former oil wells within the boundaries of the Project site and all are abandoned and capped.

Pits, Ponds, Lagoons

No evidence of pits, ponds, or lagoons was observed during the site inspection in 2002. However, one detention basin/reservoir was noted within Area 5. The basin contained non-native vegetation and was void of water at the time of the site investigation. No evidence of oil sheen and odor was noted at the detention basin.

Pesticide and Lead Residue in Soil

Due to the fact that the majority of the subject site has been used for agricultural purposes for several decades, a combination of several commonly used pesticides which are now banned may have been used throughout the project site. The historical use of agricultural pesticides may have resulted in pesticide residues of certain, persistent in soil concentrations that are considered to be hazardous according to established Federal regulatory levels. In addition, due to the proximity of the site to the Ventura Freeway, site soil may contain elevated levels of lead from exposure to exhaust from cars running on leaded gasoline, which was completely banned from automobile fuel as of January 1, 1996. The primary concern with historical pesticide and lead residues is human health risk from inadvertent ingestion of contaminated soil, particularly by children.

No changes to the Project site or its ongoing operation have occurred since the 2002 investigations.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a project would have significant effect on the environment if it would:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (b) 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;
- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- (d) 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 create a significant hazard to the public or the environment;
- (e) 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, result in a safety hazard for people residing or working in the project area;
- (f) For a project located within the vicinity of a private airport strip, result in a safety hazard for people residing or working in the project area;
- (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- (h) 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.

Project Impacts

Construction Impacts

Hazardous Materials/Hazardous Wastes

In 2002, several areas within the boundaries of the Project site were noted to contain various materials that have been identified as a source for creating a potential recognized environmental condition. These areas consist of existing ASTs, several 55-gallon drums, unsealed 5-gallon buckets (observed to contain waste oil), pesticide mixing areas, stained soils, and miscellaneous debris.

During construction demolition activities, accidental release or upset of the contents of many of the above mentioned storage containers would cause a significant impact. All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed offsite and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be preformed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required. In addition, a visual inspection of all storage structures should be preformed. In the event that hazardous materials are encountered it should be tested and properly disposed of pursuant to State and Federal regulations.

While numerous areas throughout the Project area have evidence of surficial staining, most is located on concrete, and therefore potential for subsurface staining is reduced. Surficial soil staining appears to be minor and associated with regular maintenance of farm equipment, and therefore is not considered a recognized environmental concern. However, due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil should be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling should be performed to identify the extent of contamination and appropriate remedial measures.

Due to Ventura Freeway volumes of vehicles over approximately 50 years, there is the potential that lead contamination exists within exposed soils on the northern boundary of the subject site, which could potentially be released into the air during construction activities. Areas of exposed soil five feet from the Caltrans Right-of-Way along the Ventura Freeway, which will be disturbed during any excavation/grading activities, should be sampled and tested for lead to identify appropriate remediation measures if needed.

Due to the fact that the majority of the Project site has been used for agricultural purposes for several decades, a combination of several commonly used pesticides which are now banned may have been used throughout the Project site. While there is no requirement that agricultural soil be tested prior to development, the historical use of agricultural pesticides on the Project site may have resulted in pesticide residues of certain, persistent in soil concentrations that are considered to be hazardous according to established Federal regulatory levels. Therefore, it is the recommendation of RBF Consulting that soil sampling should occur throughout the Project site, including the pesticide mixing areas within Areas 1 and 3. The sampling would determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.

With implementation of the above mentioned recommendations, impacts with regards to hazardous materials and wastes would be less than significant.

Oil/Gas Wells

Six oil/gas wells are located within the boundaries of the Project site. At the time of site reconnaissance, Padre & Associates was in the process of conducting investigations with respect to the former wells, specifically regarding residual soil contamination associated with the historical operation of oil/gas extraction wells. Padre & Associates findings should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre & Associates, it is recommended that the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures be followed and formal verification of closure be received by DOGGR. With implementation of these recommendations, impacts associated with oil/gas wells present on the Project site would be less than significant.

Polychlorinated Biphenyls (PCBs)

Power lines and transformers were noted within the western portion of the Project site. No evidence of leakage or staining was noted. RBF Consulting does not consider the transformers to be recognized

environmental condition in connection with the Project site and therefore a less than significant impact would occur.

Asbestos-Containing Materials (ACMs)

ACMs are building materials containing more than one percent asbestos. If inhaled, asbestos fibers can result in serious health problems. Although some structures are located within the boundaries of the Project site, the structures are of wood frame construction with no insulation, tile flooring, or friable materials. Therefore, the potential for ACMs to be found onsite is considered unlikely and impacts would be less than significant.

Lead-Based Paint (LBP)

Based upon the year the existing structures present on the Project site were likely built, the potential for LBPs to be found onsite are likely. Exposure of workers to lead paint during demolition or renovation of the remaining Project site structures would be a significant impact. A qualified lead-paint abatement consultant should be employed to comply with applicable state and federal rules and regulations governing lead paint abatement. Regulations that would be followed during demolition include Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). All abatement rules and regulations would be followed during demolition of the onsite structures. With proper demolition of onsite structures, impacts caused by exposure to lead-paint would be less than significant.

Operational Impacts

Hazardous Materials

A significant impact would occur if the proposed Project utilizes substantial amounts of hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. The Project is defined as the initial adoption of the specific plan followed by the phased development of infrastructure and various buildings. All subsequent development is subject to various Federal, State, and local reviews and regulations related to hazardous wastes. The proposed Project does not include elements or aspects that will create or otherwise emit any health hazard or potential health hazard, would not involve the routine transport, use or disposal of hazardous material, and would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. The proposed Project would provide infrastructure and rezoning necessary for further build out of the Project site. Residential, commercial, office and light industrial uses would be allowed under the proposed project's zoning. Each of the individual projects would require evaluation for potential threats to public safety, including those associated with routine transport, use, or disposal of hazardous materials; upset and accident conditions involving the release of hazardous materials into the environment; hazardous emissions in proximity to an existing or proposed school; hazardous materials site listing; and interference with an adopted emergency response or evacuation plan. Therefore, impacts concerning the operation of the proposed Project would be less than significant.

Aircraft Hazards

The Project site is located within the planning area and protection zones for Camarillo Airport. The eastern-most area of the site is located within the Extended Traffic Pattern Zone (ETPZ) for Camarillo Airport as designated in the Airport Comprehensive Land Use Plan (ACLUP) for Ventura County. Most business research, office, commercial, and light industrial uses are compatible within the ETPZ according to the compatibility standards listed in the ACLUP with a recommended maximum structural coverage of no more than 50 percent. No residential units would be located within the ETPZ boundary. Although the ETPZ zone restrictions would limit the amount of building area that could be provided at the project site, these restrictions would not reduce the 8.5 million square feet of building space envisioned under the Specific Plan. Therefore, Project implementation is not expected to result in any abnormal or significant safety hazard for the employees of the Project site. In addition, the Project site is not located in the vicinity of any other airstrips that have operations over the site on a regular basis.

CUMULATIVE IMPACTS

Development of the proposed Project in combination with the related projects has the potential to increase the use, storage, transport, and/or accidental release of hazardous materials during construction and operation. However, impacts with respect to hazards and hazardous materials are generally site specific. With respect to the related Projects, each of the related projects would require evaluation for potential threats to public safety, including those associated with routine transport, use, or disposal of hazardous materials; upset and accident conditions involving the release of hazardous materials into the environment; hazardous emissions in proximity to an existing or proposed school; hazardous materials site listing; and interference with an adopted emergency response or evacuation plan. Because hazardous materials and risk of upset conditions are largely site-specific, this would occur for each individual project affected, in conjunction with the development proposals on these properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials and other hazards. Therefore, with compliance with local, state, and federal laws pertaining to hazards and hazardous materials, cumulative impacts would be less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of hazards and hazardous materials impacts.

MITIGATION MEASURES

Construction Impacts

- G-1 All miscellaneous vehicles, maintenance equipment and materials, construction/irrigation materials, miscellaneous stockpiled debris, dumpsters, pesticide application equipment, ASTs, 55-gallon drums, and 5-gallon buckets should be removed offsite consistent with the phased development described within the Specific Plan, and properly disposed of. Once removed, a visual inspection of the areas beneath the removed materials should be preformed. Any stained soils observed underneath the removed materials should be sampled. Results of the sampling would indicate the level of remediation efforts that may be required.
- G-2 A visual inspection of all storage structures shall be preformed prior to demolition activities. In the event that hazardous materials are encountered, the materials be tested and properly disposed of pursuant to State and Federal regulations.
- G-3 Due to visible evidence of dark surface soil staining of oil/petroleum products located within Area 5, soil shall be excavated to determine the exact vertical extent of the contamination. If during soil removal, staining appears to continue below the ground surface, sampling shall be preformed to identify the extent of contamination and appropriate remedial measures shall be taken.
- G-4 Areas of exposed soil five feet from the expanded Caltrans Right-of-Way along the Ventura Freeway after completion of the Rice Avenue/Ventura Freeway interchange reconstruction, which will be disturbed during any excavation/grading activities, shall be sampled and tested for lead. In the unlikely event that lead materials are encountered, the materials shall be disposed of pursuant to State and Federal regulations.
- G-5 Soil sampling shall occur throughout the Project site concurrent with phased development, including the pesticide mixing areas within Areas 1 and 3. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.
- G-6 Padre & Associates findings regarding residual soil contamination associated with the historical operation of oil/gas extraction wells should be reviewed and appropriate remedial recommendations (if any) should be administered. In addition to recommendations provided by Padre & Associates, the California Department of Oil, Gas and Geothermal Resources (DOGGR) well abandonment procedures shall be followed and formal verification of closure be received by DOGGR.
- G-7 A qualified lead-paint abatement consultant shall be employed to comply with applicable state and federal rules and regulations governing lead paint abatement if any remaining structures are suspected of containing lead-based paint.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the Mitigation Measures G-1 through G-7, the potential impact of the proposed Project would be reduced less than significant levels.

IV. ENVIRONMENTAL IMPACT ANALYSIS

H. HYDROLOGY AND WATER QUALITY

This section is based on the *Conceptual Hydrology Drainage Study Report for Sakioka Farms, Between Rice Avenue, Del Norte Avenue, and the 101 Freeway, Oxnard, California* (Drainage Study Report), prepared by RBF Consulting, (June 26, 2008). The Drainage Study Report is provided in its entirety as Appendix G to this Draft EIR.

ENVIRONMENTAL SETTING

Regionally, the Project site is located in the Santa Clara-Calleguas hydrological unit, one of the two major hydrological units in Ventura County. A hydrologic unit is a geographic area with an independent and integrated system of natural water courses and groundwater basins. The City of Oxnard lies almost entirely within the Oxnard Plain Basin and Oxnard Forebay Basin with small portions in the Mound Basin south of the Santa Clara River, and the North La Posas Basin in the northeast. The Oxnard Plain Basin has approximately 7,800,000 acre-feet of groundwater storage capacity and is mostly confined (covered by an impermeable clay layer). The confined nature of the basin means that rain water or surface water cannot penetrate the surface of the ground and replenish or recharge the underlying basin. Soil on top of the clay layer will absorb rain and runoff to some extent, depending on its makeup and depth. Recharge must take place at the margins of the basin, where the clay cap is absent.¹

Project Site

The Project site encompasses approximately 430 acres of farmland south of the Ventura Freeway, east of Rice Avenue, west of Del Norte Boulevard, and north of the Procter and Gamble site. The entire site is vacant with the exception of a few farming related structures. Topographically, the site is relatively flat, and drains generally from the northwest to the southeast at a slope of approximately 0.25%. Drainage is collected by two unlined earthen channels that traverse the site from west to east. These channels join an unlined earthen channel that runs within the site from north to south. This channel conveys the existing flows from the site as well as existing offsite flow to an existing concrete lined trapezoidal channel (Sturgis Road Drain) near the southeast corner of the Project site. The Sturgis Road Drain flows south approximately 210 feet, until it meets the Revolon Slough. It then runs parallel to the Revolon Slough in the southeast direction and joins the Revolon Slough at its intersection with Sturgis Road.

The National Flood Insurance Program's Flood Insurance Rate Map (FIRM map) identifies approximately two-thirds of the western portion of the Project site as being within Flood Zone X, unshaded, while the remaining eastern portion of the project site is classified as Flood Zone X, shaded.²

¹ Oxnard General Plan, 2020 General Plan, Adopted October 7, 1990. Amended Through November 2004

² Federal Emergency Management Agency, Map Service Center, website: http://map1.msc.fema.gov/idms/IntraView.cgi?ROT=0&O_X=11310&O_Y=3659&O_ZM=0.154588&O_SX=913&O_SY=679&O_DPI=400&O_TH=85455250&O_EN=85878425&O_PG=1&O_MP=1&CT=0&DI=0&WD=14400&HT=10350&JX=1051&JY=740&MPT=0&MPS=0&ACT=4&KEY=85454837&ITEM=1&PICK_VIEW_CENTER.x=432.5&PICK_VIEW_CENTER.y=484.5.

Flood Zone X, shaded, is an area between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with an average depth of less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. Flood zone X, unshaded, is described as an area of minimal flooding.³

Regulatory Framework

Federal Clean Water Act

In 1972, the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The 1987 amendments to the CWA added Section 402(p), which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES Program. In 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish storm water permit application requirements for specified categories of industries. The regulations provide that discharges of storm water to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit. Regulations (Phase II Rule) that became final on December 8, 1999 expand the existing NPDES program to address storm water discharges from construction sites that disturb land equal to or greater than one acre and less than five acres (small construction activity).

California Water Code

In California, NPDES permits are issued through the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs). The City is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). While federal regulations allow two permitting options for storm water discharges (individual permits and General Permits), the California State Water Resources Control Board (SWRCB) has elected to adopt only one Statewide General Permit. Dischargers are required to submit a Notice of Intent (NOI) to obtain coverage under this General Permit. This General Permit requires all dischargers where construction activity disturbs one acre or more to:

- 1) Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters.
- 2) Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation.
- 3) Perform inspections of all BMPs.

³ Federal Emergency Management Agency, *Definitions of FEMA Flood Zone Designations*, website: <http://msc.fema.gov/webapp/wcs/stores/servlet/info?storeId=10001&catalogId=10001&langId=-1&content=floodZones&title=FEMA%20Flood%20Zone%20Designations>.

City of Oxnard Master Plan of Drainage

The City has a Master Plan of Drainage (2003) “to assist in making prudent decisions regarding flood protection needs.” This plan accounts for the expected rainfall runoff for a ten-year frequency storm event. The planning boundary for the Master Plan of Drainage encompasses the urbanized core of the City and a portion of the area within the City’s Sphere of Influence, for a total of approximately 35 square miles. The plan divides the planning area into 17 watershed areas each approximately 500 acres or larger in size. The 2003 Master Plan of Drainage identified problem areas where flooding currently occurs throughout the urbanized area; poor drainage and shallow inundation in these problem areas is usually attributed to insufficient existing drainage facilities. The existing storm drain network does not have the capacity to accommodate increased runoff produced by full build-out of the City under the 2020 General Plan. The Master Plan of Drainage also identified the need for additional system-wide drainage infrastructure to be adequately assessed at the time of each development. The proposed Project is within the planning boundary of the Master Plan of Drainage.

Oxnard Municipal Code

The Oxnard Municipal Code, Chapter 22 Water, Article XII. Storm Water Quality Management, implements the CWA and the California Water Code by prohibiting the discharge of any pollutant to navigable waters of the United States from a point source unless the discharge is authorized by a permit issued pursuant to the NPDES process, and prohibits non- storm water discharges into the City's municipal separate storm sewer system (MS4).

Section 22-220. Best Management Practices (BMP) and Requirements, states:

- A The Public Works Director may adopt requirements establishing appropriate BMPs for any activity, operation or facility that may cause or contribute to pollution or contamination of the Municipal Separate Storm Sewer System (MS4). If relevant BMPs have been promulgated by the city or any federal, State or local agency for an activity, operation or facility that would otherwise cause the discharge of pollutants into the MS4 or watercourses, every person undertaking such activity or operation, or owning or operating such facility, shall implement applicable BMPs.
- B Any person engaged in activities or operations or owning facilities or property that will or may result in pollutants entering the MS4 or watercourses, shall implement and maintain applicable BMPs to the extent they are technologically and economically achievable to prevent and/or reduce such pollutants.

ENVIRONMENTAL IMPACTS**Thresholds of Significance**

In accordance with guidance provided in Appendix G of the State *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, the proposed Project would have a potentially significant hydrological impact if it would:

- (a) During Project construction, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the applicable MS4 permit?
- (b) After the Project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the applicable MS4 permit?
- (c) Provide substantial additional sources of polluted runoff from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources?
- (d) Discharge stormwater so that one or more beneficial uses of receiving waters are adversely affected?
- (e) Violate any other water quality standards or waste discharge requirements?
- (f) 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- (g) 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?
- (h) Significantly increase erosion, either on or off-site?
- (i) 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 that would result in flooding on- or off-site?
- (j) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems?
- (k) Otherwise substantially degrade water quality?
- (l) 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?
- (m) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?
- (n) 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?
- (o) Expose people or structures to inundation by seiche, tsunami or mudflow?

Proposed Project

The main drainage challenge for the proposed development is that it is located in an area which is relatively flat and poorly drained. The proposed grading would provide positive drainage by raising the grade of much of the site to meet drainage requirements. In addition, some of the offsite flows from the

north and northwest of the site would be diverted along the northern boundary of the site to the proposed Sturgis Drain extension which would decrease flows onsite.

The Project's *Conceptual Hydrology Drainage Report* calculated the estimated peak site runoff for the proposed Project based on the current runoff conditions. Under the 10-year storm conditions, runoff was estimated to be 1.37 Cubic feet per second (cfs)/acre, and under the 100-year storm conditions, runoff was estimated to be 2.41 cfs/acre. Criteria from the City, sets the allowable runoff at 1 cfs/acre for the downstream drain in the 10-year storm event. As the runoff calculations for the proposed Project shows 1.37 cfs/acre, the proposed Project's runoff would exceed the allowable amount. Stormwater detention facilities would be used to reduce the runoff to one cfs/acre. These detention facilities would be constructed in phases with the development of each Planning Area.

The City requires all new development to incorporate stormwater quality control measures into the proposed improvement plans as part of the County Storm Water Quality Urban Impact Mitigation Management Plan (SQUIMP). Drainage from the proposed Project is subject to this requirement. In compliance with the local development requirements, each site as it develops will be responsible for treating storm water runoff either through bio-filtration, infiltration, detention filtration devices, or any other approach of the applicable Ventura County's Technical Guidance Manual for Stormwater Control Measures.

The Storm Drainage Plan for the proposed Project would include a system of storm drain lines to be constructed within the streets and easements in accordance with the anticipated drainage patterns of the developed site. As part of the proposed Project, storm water detention facilities would be constructed with outlet control structures to effectively limit storm water discharges from the site to one cfs/acre. Discharges, less than one cfs/acre, shall pass through the proposed storm drain system and discharge to the northerly terminus of the Sturgis Road Drain. Proposed storm water detention facilities shall be located within the site to limit developed flows to pre-development levels. All subsequent development will be required to implement hydrolic control measures to prevent accelerated downstream erosion. The Sturgis Road Drain would be extended to the northern property line along its current alignment. These improvements would occur in accordance with the Master Plan as each Planning Area within the project site is developed.

Project Impacts

The following impact analysis assesses the proposed Project with respect to each of the previously identified thresholds of significance.

Construction-Related Impacts

The proposed Project would involve site preparation and construction of infrastructure for individual site buildout over time. Since the proposed Project would include grading of more than one acre, the Project site would require a General Construction Activity Storm Water Permit from the SWRCB prior to the start of construction. The NPDES requires that a Notice of Intent (NOI) be filed with the SWRCB. By filing an NOI, the project developer agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a SWPPP. The SWPPP

identifies which structural and nonstructural BMPs will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. With implementation of the applicable grading and building permit requirements and the application of BMPs specifically designed to minimize construction-related water quality impacts, the construction of the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, construction-related impacts would be less than significant.

Operational Impacts

Water Quality

The City requires all new development to incorporate stormwater quality control measures into the proposed improvement plans as part of the County Storm Water Quality Urban Impact Mitigation Management Plan (SQUIMP) and to obtain the applicable City municipal separate stormwater sewer system permit (MS4 permit). The SQUIMP program establishes comprehensive storm water quality programs to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The SQUIMP program requires new development projects to implement BMPs to reduce pollutants in urban storm water discharge to the maximum extent practicable. Drainage from the proposed Project would be subject to this requirement. In compliance with the local development requirements, each site as it develops will be responsible for treating storm water runoff either through bio-filtration, infiltration, detention filtration devices, or any other approach of the Ventura County's *Technical Guidance Manual for Stormwater Control Measures*. With the compliance with all applicable federal, State, and local regulations, Code requirements, and permit provisions, including SQUIMP, the proposed Project would not violate water quality standards or waste discharge requirements and, therefore, water quality impacts would be less than significant.

Groundwater

No water wells are proposed as part of the Project and existing water rights are being transferred to the City as part of a Development Agreement. As the Project site is currently undeveloped, construction of the proposed Project would create a substantial increase in impervious surfaces, thus decreasing the potential for onsite soil infiltration of rainfall. However, as stated previously, the confined nature of the basin means that rain water or surface water cannot penetrate the surface of the ground and replenish or recharge the basin. Recharge must take place at the margins of the basin, where the clay cap is absent. Therefore, although soil infiltration of rainfall would be reduced onsite, it is not a major source of groundwater replenishment. In addition, bio-filtration, infiltration, detention filtration devices, and other BMPs would be used to treat polluted stormwater and reduce stormwater flows. These BMPs would also have the added benefit of allowing stormwater to infiltrate into the ground thus helping groundwater recharge. Therefore, the proposed Project would not directly impact groundwater and potential impacts would be less than significant.

Drainage Patterns and Erosion

The primary drainage challenge for the proposed Project is that it is located in an area which is relatively flat and poorly drained. The proposed grading would provide positive drainage by raising the grade of

much of the site. In addition, some of the offsite flows from the north and northwest of the site would be diverted along the northern boundary of the site to the proposed Sturgis Drain extension which would decrease flows onsite.

The project's *Conceptual Hydrology Drainage Report* calculated the estimated peak site runoff for the proposed project based on the current runoff conditions. Under the 10-year storm conditions, runoff was estimated to be 1.37 Cubic feet per second (cfs)/acre, and under the 100-year storm conditions, runoff was estimated to be 2.41 cfs/acre. Criteria from the City, sets the allowable runoff at 1 cfs/acre for the downstream drain in the 10-year storm event. As the runoff calculations for the proposed Project shows 1.37 cfs/acre, the proposed Project's runoff would exceed the allowable amount. Stormwater detention facilities would be used to reduce the runoff to one cfs/acre. Offsite flows from north of the Project site would be directed along the northern boundary of the Project site and into the Sturgis Road Drain.

All of these improvements would improve drainage patterns onsite. Erosion potential would be reduced by directing stormwater flows through concrete lined drainage channels or storm drain pipes, eliminating the use of earthen drainage channels and surface flows. The site grading plan would provide positive drainage. Flows from the site would not exceed current runoff amounts and therefore, would not increase offsite flows and erosion potential. No streams or other natural water courses exist onsite. Therefore, the proposed Project would have a less than significant impact with regard to drainage patterns.

The Storm Drainage Plan for the proposed Project would include a system of storm drain lines to be constructed within the streets and easements in accordance with the anticipated drainage patterns of the developed site. As part of the proposed Project, storm water detention facilities would be constructed with outlet control structures to effectively limit storm water discharges from the site to one cfs/acre. Discharges of less than one cfs/acre shall pass through the proposed storm drain system and discharge to the northerly terminus of the Sturgis Road Drain. Proposed storm water detention facilities shall be located within the site to limit developed flows to pre-development levels. All new subsequent development will be required to implement hydrologic control measures to prevent accelerated downstream erosion. The Sturgis Road Drain would be extended to the northern property line along its current alignment.

Flooding

As previously discussed, the FIRM map identifies approximately two-thirds of the western portion of the Project site as being within Flood Zone X, unshaded, while the remaining eastern portion of the Project site is classified as Flood Zone X, shaded. Neither Flood Zone X shaded nor unshaded is classified as being within a 100-year flood zone. Therefore, no portion of the Project would place, people, housing or other uses within a 100-year flood zone nor would construction of the proposed Project have the potential to redirect flood flows.

As previously discussed the proposed Project would result in a substantial increase in impervious surfaces. While this would increase the potential for runoff, thus increasing potential for offsite flooding, the construction of detention basins would reduce flows from the project site to not exceed existing levels. In addition, the drainage improvements included in the proposed Project would expand and improve

existing drainage features increasing their capacity and effectiveness. Therefore, the proposed Project impacts with regards to flooding would be less than significant.

Failure of a Levee or Dam

Several dams are located at least 35 miles to the east and northeast of the City of Oxnard within Ventura and Los Angeles Counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. The major threat to Oxnard is upstream along the Santa Clara River corridor. Although the potential for a dam failure is considered low, should one or more of these dams fail, the entire City (including the Project site) is located within the Dam Inundation Zone, also called Dam Failure Hazard Area. Damage to the City could be in the form of a wall of fast-moving water, mud, and debris.⁴ Although the Project site is within the Dam Inundation Zone the potential for dam failure is considered extremely low. Impacts related to dam or levee failure are considered less than significant.

Seiche or Tsunami

A tsunami is a rapidly moving wave or series of waves caused by earthquakes or undersea landslides. Given its location along the Pacific Ocean coastline, the City could potentially be struck or impacted by a tsunami; however, the 2005 *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County, California* considers this hazard to pose a remote threat to life and property in Ventura County due to the low likelihood of occurrence. Since 1946, only five major tsunamis have impacted the California coast, the most recent in 1964. Areas that are affected by flooding are also at risk for tsunamis. Oxnard's projected tsunami impact area extends inland from the shoreline approximately one mile. The Project site is located approximately six miles from the coast and is not located near a body of water. Therefore, the potential for the Project site to be affected by a seiche or tsunami is remote and impacts are less than significant.

CUMULATIVE IMPACTS

Development of the proposed Project in combination with the related projects in the City would result in further development or redevelopment in an already urbanized area. Little, if any additional cumulative runoff would be expected from the Project site and the related project sites since this part of the City is mostly developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage system would be less than significant. In addition, development on each related project site would be subject to the development and construction standards of their respective local jurisdictions, that are designed to ensure water quality and hydrological conditions are not adversely affected. All of the related projects would be required to implement BMPs and those that disturb more than one acre would be required to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and

⁴ City of Oxnard 2030 General Plan, Background Report, June 2006

developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of hydrology and water quality impacts.

MITIGATION MEASURES

With implementation of all local, state and federal rules and regulations the Project's impacts on hydrology and water quality would be less than significant.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Less than significant impact.

IV. ENVIRONMENTAL IMPACT ANALYSIS

I. TRANSPORTATION/TRAFFIC

INTRODUCTION

This section summarizes and incorporates by reference the *Sakioka Farms Specific Plan EIR Traffic Study* (“EIR Traffic Study”) prepared by Austin-Foust Associates, Inc., February 2010. Copies of both this document and its technical appendices are provided in Appendix H to this Draft EIR.

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

- Ventura Road & Gonzales Road
- Ventura Road & Wooley Road
- Oxnard Boulevard & Ventura Fwy NB Ramps
- Oxnard Boulevard & Ventura Fwy SB Ramps
- Oxnard Boulevard & Vineyard Avenue
- Oxnard Boulevard & Gonzales Road
- Oxnard Boulevard & Fifth Street
- Five-Points (Oxnard-Saviers-Wooley)
- Vineyard Avenue & Ventura Fwy NB Ramps
- Vineyard Avenue & Ventura Fwy SB Ramps
- Rose Avenue & Auto Center Drive
- Rose Avenue & Ventura Fwy NB Ramps
- Rose Avenue & Ventura Fwy SB Ramps
- Rose Avenue & Gonzales Road
- Rose Avenue & Camino Del Sol
- Rose Avenue & Fifth Street
- Rose Avenue & Wooley Road
- Rose Avenue & Oxnard Boulevard
- Rose Avenue & Bard Road
- Rose Avenue & Pleasant Valley Road
- Dupont Street & Channel Islands Boulevard
- Bard Road & Pleasant Valley Road
- Santa Clara Avenue & Auto Center Drive
- Rice Avenue & Ventura Fwy SB Ramps
- Rice Avenue & Gonzales Road
- Rice Avenue & Camino Del Sol
- Rice Avenue & Fifth Street
- Rice Avenue & Wooley Road
- Rice Avenue & Channel Islands Boulevard
- Rice Avenue NB & Pleasant Valley Road
- Oxnard Boulevard & Pleasant Valley Road
- Rice Avenue & Hueneme Road
- Del Norte Blvd & Ventura Fwy NB Ramps
- Del Norte Blvd & Ventura Fwy SB Ramps
- Del Norte Boulevard & Camino Del Sol
- Del Norte Boulevard & Fifth Street

- Rose Avenue & Channel Island Boulevard

The analysis of traffic conditions for the study intersections was conducted primarily using the intersection capacity utilization (ICU) analysis methodology. The Highway Capacity Manual (HCM) delay methodology was utilized to evaluate study-area intersections that provide access to any State Routes (Ventura Freeway on/off ramps, etc.). Peak hour traffic counts were collected in late 2007 and early 2008 along with current intersection geometrics and traffic controls to determine the typical weekday peak hour operating condition of each intersection. Traffic count data from 2005 was used for base volumes in the Oxnard Traffic Model forecast.

The term "Level of Service" (LOS) is used by traffic engineers to estimate the level of congestion generally accepted by drivers and to grade the stability of traffic flow. The ICU methodology defines LOS as the volume to capacity (V/C) ratio at an intersection. This is typically used to describe the percentage of capacity utilized by existing or projected traffic at an intersection. Under the HCM methodology, LOS at intersections is defined as a function of the average overall wait time for a vehicle to pass through the intersection. In this way, LOS can be quantitatively measured at any intersection. Definitions of the LOS grades are shown in Table IV.I-1.

Table IV.I-1
Level of Service (LOS) Definitions

Level of Service	Definition	ICU	HCM Delay Per Vehicle (seconds)	
		Volume/Capacity	Signalized	Unsignalized
A	Free flow	<0.61	<10.0	<10.0
B	Reasonably free flow	0.61 – 0.70	10.1 – 20.0	10.1 – 15.0
C	Stable flow	0.71 – 0.80	20.1 – 35.0	15.1 – 25.0
D	Approaching unstable flow	0.81 – 0.90	35.1 – 55.0	25.1 – 35.0
E	Unstable flow	0.91 – 1.00	55.1 – 80.0	35.1 – 50.0
F	Forced or breakdown flow	>1.00	>80.1	>50.1

Source: Transportation Research Board, National Research Council, Highway Capacity Manual, 2000.

According to the *Guidelines for CMP Traffic Impact Analysis Reports in Ventura County* and City criteria, level of service C is considered the minimum acceptable level of service (LOS) for an intersection in Oxnard. LOS E is the minimum Ventura County standard.

Trip generation for the Project was calculated using Oxnard Traffic Model (OTM) trip generation rates. The trip generation rates that are applicable to this analysis are shown in Table IV.I-2.

**Table IV.I-2
Plan/Project Trip Generation Rates**

Land Use	Units	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Business Park/R&D Center	1,000 square feet	10.44	1.12	0.22	1.34	0.23	0.96	1.19
Light/General Industrial	1,000 square feet	6.50	0.58	0.18	0.76	0.25	0.61	0.85
Office	1,000 square feet	13.50	1.66	0.23	1.89	0.31	1.51	1.82
General Commercial	1,000 square feet	35.00	0.51	0.33	0.84	1.46	1.59	3.05
<i>Source: Austin-Foust Associates, Inc., 2009.</i>								

ENVIRONMENTAL SETTING

Transportation Network

The nearest regional freeway serving the Project site is the Ventura Freeway, which is located adjacent to and north of the site. Vehicular access from the Project site to this east-west freeway is provided from Rice Avenue and Del Norte Boulevard.

A brief description of the arterial roadways that serve the Project site is provided below.

Bard Road: This roadway presently serves as a secondary arterial from J Street to Pleasant Valley Road. Bard Road provides east-west access to the City's south-central and southeast neighborhoods, and also serves as a route from the City of Port Hueneme and the Navy's Construction Battalion Center to Route 1.

Channel Islands Boulevard: This is a four-lane east-west thoroughfare that provides the principal access to the Channel Islands Harbor and southwest residential areas. Channel Islands Boulevard presently functions as a primary arterial from Harbor Boulevard to Saviers Road, and as a secondary arterial from Saviers Road east to Rice Avenue.

Del Norte Boulevard: This roadway, completed in 1988, provides access to the Ventura Freeway from the Northeast Industrial Area. Del Norte Boulevard functions as a secondary arterial from the Ventura Freeway to Sturgis Road, and as a local roadway from Sturgis Road south to Fifth Street (State Route 34).

Fifth Street: This thoroughfare is the principal east-west street serving the Central Business District of the City and the mid-City region on both the east and west sides of Oxnard. It is currently designated State Route 34 east of Oxnard Boulevard. Fifth Street functions as a secondary arterial except for the segments from Victoria Avenue to H Street and Oxnard Boulevard to Rose Avenue, which presently function as primary arterials.

Gonzales Road: This road is a main east-west thoroughfare that serves the central and north-central portions of the City of Oxnard. This roadway presently extends from Harbor Boulevard to Rice Avenue. Gonzales Road serves as a primary arterial over its length except from Victoria Avenue to Harbor Boulevard, where it functions as a local arterial. Primary arterials have a recommended right-of-way width of 120-feet. This can be larger based on landscaping requirements of the specific plan.

Harbor Boulevard: This street follows the Pacific Ocean shoreline extending from the Santa Clara River to Channel Islands Boulevard, providing accessibility to the beachfront area. Harbor Boulevard is designated as a scenic drive. It functions as a local arterial north of Fifth Street and as a secondary arterial south of Fifth Street.

Hueneme Road: Hueneme Road extends easterly, intersects with Rice Avenue and extends to the Pacific Coast Highway (PCH). In addition to serving as a primary arterial west of Saviers Road, this street serves as the main east-west access route to the Port of Hueneme, the City of Port Hueneme and the Ormond Beach area.

Oxnard Boulevard: This street is one of the principal entrances to Oxnard. It is also the principal north-south access to the Central Business District, and southerly through the “Five Points” intersection to connect to PCH. Although its development as a commercial strip is a handicap, its location in the center of the City has led to its functioning as a primary arterial. Oxnard Boulevard is currently designated as Route 1 from the Ventura Freeway south and the State is responsible for operations and maintenance. North of the Ventura Freeway it is a City street that terminates as a collector street in the River Park residential development.

Patterson Road: This local arterial, which has a gap at the Oxnard Airport, provides access to residential neighborhoods in the northwest and southwest areas of Oxnard. In addition, Patterson Road provides access to the Oxnard Airport, the City of Port Hueneme and the U.S. Navy Construction Battalion Center.

Pleasant Valley Road: This is a four-lane east-west primary arterial which is one of the major distributors of traffic to the City of Port Hueneme and to the U.S. Navy Construction Battalion Center. It also serves as an access route to the commercial Port of Hueneme. To the east of State Route 1, Pleasant Valley Road provides access to the City of Camarillo.

Rice Avenue/Santa Clara Avenue: This street provides access to the Nyeland Acres Community, the Northeast Industrial Area and the southeast residential areas. Santa Clara Avenue functions as a local arterial while Rice Avenue presently functions as a primary arterial. Rice Avenue provides an alternative bypass route to Oxnard Boulevard for through trips.

Rose Avenue: This street is the first north-south thoroughfare east of the Union Pacific Railroad. North of the Ventura Freeway it serves the El Rio Community. South of the Ventura Freeway, it serves the western portion of the Northeast Industrial Area, and the residential area south of the freeway and east of Oxnard Boulevard. As a secondary arterial, Rose Avenue also provides access to the residential area

south of Fifth Street and east of the Ventura County Railroad, to the Central Industrial Area, and to the Ormond Beach area.

Saviers Road: Beginning at Hueneme Road, this primarily four-lane north-south arterial provides important access from south Oxnard, Port Hueneme and the Ormond Beach area to downtown Oxnard and the Ventura Freeway. It connects to Oxnard Boulevard and Wooley Road at the “Five Points” intersection.

Ventura Road: This four to six-lane north-south primary arterial provides access to the west side of the City. To the south, the road serves the City of Port Hueneme, the U.S. Navy Construction Battalion Center and to a lesser degree the current Hueneme Road industrial area. Ventura Road also extends north of Vineyard Avenue, and terminates in the Riverpark development.

Vineyard Avenue: Vineyard Avenue acts as the important connection between the Ventura Freeway and central Oxnard via Oxnard Boulevard. Between Oxnard Boulevard and the Ventura Freeway interchange, Vineyard Avenue is State Route 232 and a six-lane divided facility. Northeast of the Ventura Freeway, State Route 232 is a secondary arterial facility, connecting the Ventura Freeway with State Route 118 (Los Angeles Avenue). This street is also a principal entrance to Oxnard for westbound traffic on the Ventura Freeway. Northeast of the Ventura Freeway, it provides access to the westerly portion of the El Rio Community; southwest of the Ventura Freeway, Vineyard Avenue serves the Northwest Community and the area south of the Santa Clara River and north of Gonzales Road.

Wooley Road: This is a major east-west thoroughfare that provides access to the residential community in the southwest portion of the City, to the central area of Oxnard, and to the Central Industrial Area. This road functions as a secondary arterial but is affected by the presence of the rail lines belonging to the Ventura County Railway as well as operational limitations of the “Five Points” intersection.

Existing Intersection Operations

As discussed previously, current turning movement traffic counts were obtained in 2007 and 2008, while traffic count data from 2005 was used for base volumes in the Oxnard Traffic Model forecast. The existing average daily traffic (ADT) volumes for the study-area roadways are shown in Figure IV.I-1. The existing intersection geometries for the study-area intersections are shown in Figure IV.I-2.

Of the 37 study intersections, 35 are controlled by traffic signals and two are all-stop sign controlled. The two stop sign intersections are Del Norte Boulevard & Ventura Freeway Northbound Ramps, and Del Norte Boulevard & Ventura Freeway Southbound Ramps. Six intersections are under the authority of both the City of Oxnard and California Department of Transportation (Caltrans), and, as such are subject to both the ICU and HCM methodologies for determining LOS.

The existing LOS for each intersection is identified in Table IV.I-3. As shown, most of the intersections currently operate at the City’s acceptable LOS C or better during both peak traffic hours, except for Rose Avenue & Gonzales Road, Del Norte Boulevard & the Ventura Freeway and Five-Points (Oxnard-Saviers-Wooley).

Transit Information

Public transportation in the Oxnard area is provided by Gold Coast Transit, created in 1973 by a joint powers merger of the Oxnard and Ventura municipal bus systems. Gold Coast Transit carries approximately 300,000 passengers each year in the City of Oxnard. Gold Coast Transit Route 15 (El Rio/Northeast) currently provides transit service in the vicinity of the Project site along Rice Avenue north of Gonzales Road.

The City also provides a “dial-a-ride” transit service for elderly and handicapped residents. The service is well utilized and provides valuable transportation for essential purposes (medical and shopping).

FIGURE IV.I-1. EXISTING AVERAGE DAILY ROADWAY TRAFFIC VOLUMES

(Figure 2-1 of the EIR Traffic Study)

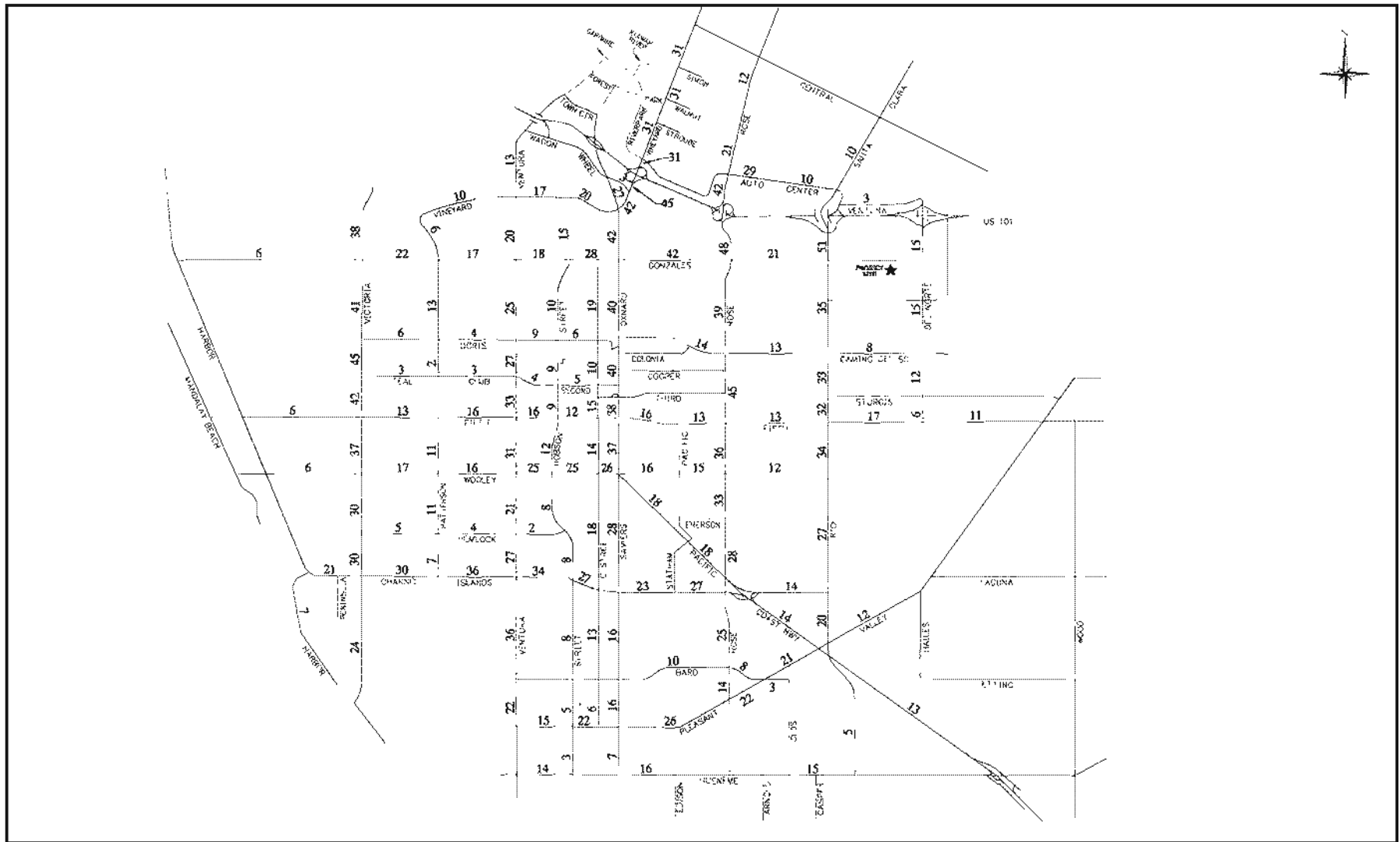
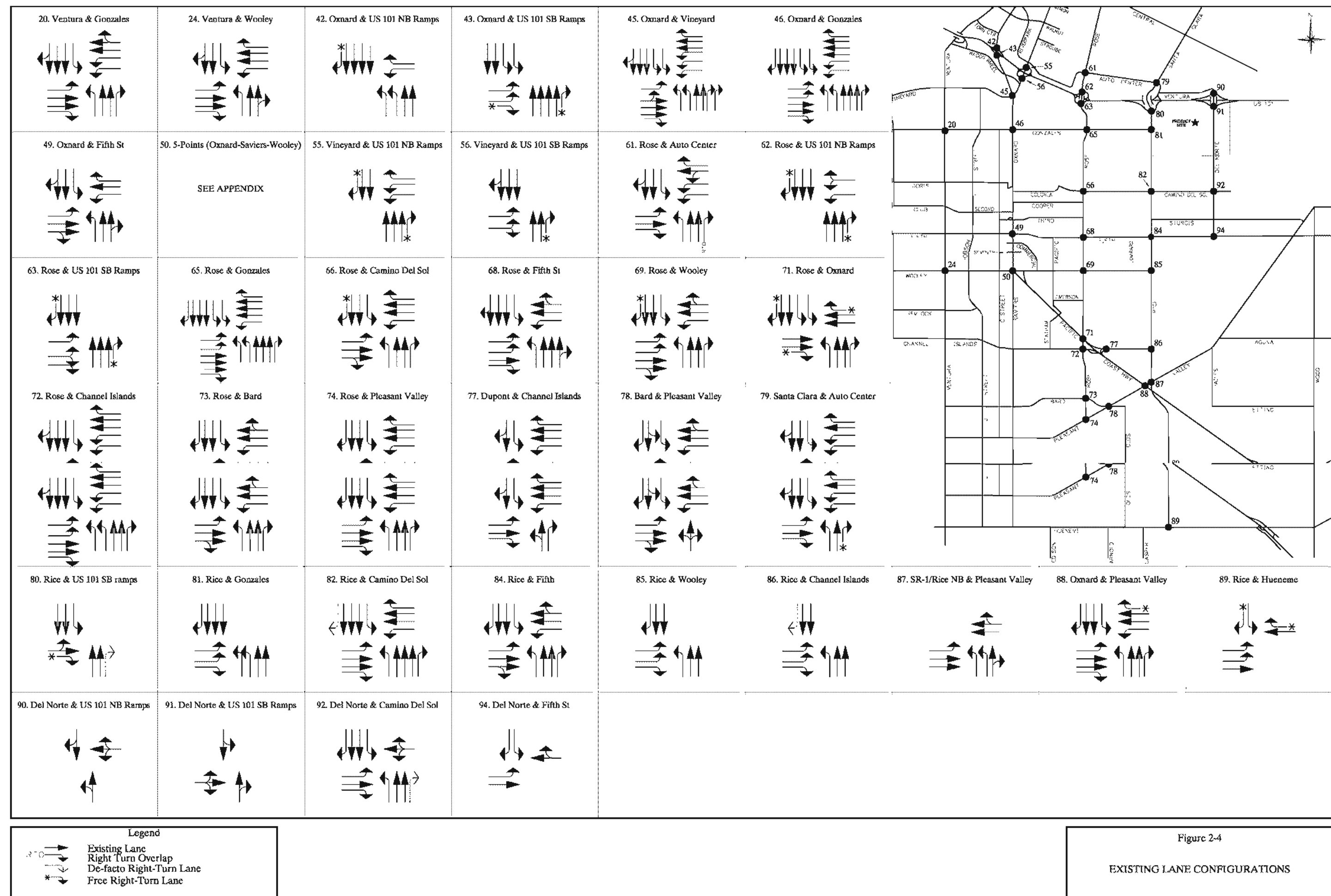


Figure 2-1

YEAR 2007/2008 ADT (000's)

FIGURE IV.I-2. EXISTING LANE CONFIGURATIONS

(Figure 2-4 of the EIR Traffic Study)



**Table IV.I-3
Existing Study Intersections Levels of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C or Delay	LOS	V/C or Delay	LOS
Ventura Road & Gonzales Road	0.40	A	0.63	B
Ventura Road & Wooley Road	0.65	B	0.76	C
Oxnard Boulevard & Ventura Fwy NB Ramps	16.2 sec	B	19.0 sec	B
Oxnard Boulevard & Ventura Fwy SB Ramps	4.7 sec	A	4.5 sec	A
Oxnard Boulevard & Vineyard Avenue	0.59 & 27.9 sec	A & C	0.76 & 33.9 sec	C & C
Oxnard Boulevard & Gonzales Road	0.64 & 29.3 sec	B & C	0.76 & 31.0 sec	C & C
Oxnard Boulevard & Fifth Street	0.49 & 18.9 sec	A & B	0.69 & 24.2 sec	B & C
Five-Points (Oxnard-Saviers-Wooley)	145.2 sec	F	178.8 sec	F
Vineyard Avenue & Ventura Fwy NB Ramps	9.6 sec	A	12.6 sec	B
Vineyard Avenue & Ventura Fwy SB Ramps	7.7 sec	A	7.4 sec	A
Rose Avenue & Auto Center Drive	0.41	A	0.64	B
Rose Avenue & Ventura Fwy NB Ramps	9.9 sec	A	12.5 sec	B
Rose Avenue & Ventura Fwy SB Ramps	12.8 sec	B	17.6 sec	B
Rose Avenue & Gonzales Road	0.62	B	0.84	D
Rose Avenue & Camino Del Sol	0.68	B	0.74	C
Rose Avenue & Fifth Street	0.65	B	0.66	B
Rose Avenue & Wooley Road	0.47	A	0.63	B
Rose Avenue & Oxnard Boulevard	0.38 & 12.8 sec	A & B	0.64 & 17.3 sec	B & B
Rose Avenue & Channel Island Boulevard	0.52	A	0.56	A
Rose Avenue & Bard Road	0.53	A	0.45	A
Rose Avenue & Pleasant Valley Road	0.43	A	0.47	A
Dupont Street & Channel Islands Boulevard	0.29	A	0.56	A
Bard Road & Pleasant Valley Road	0.42	A	0.55	A
Santa Clara Avenue & Auto Center Drive	0.56	A	0.75	C
Rice Avenue & Ventura Fwy SB Ramps	7.1 sec	A	11.9 sec	B
Rice Avenue & Gonzales Road	0.49	A	0.61	B
Rice Avenue & Camino Del Sol	0.42	A	0.54	A
Rice Avenue & Fifth Street	0.53	A	0.73	C
Rice Avenue & Wooley Road	0.48	A	0.59	A
Rice Avenue & Channel Islands Boulevard	0.41	A	0.65	B
Rice Avenue NB & Pleasant Valley Road	0.45 & 10.4 sec	A & B	0.73 & 24.4 sec	C & C
Oxnard Boulevard & Pleasant Valley Road	0.54 & 22.0 sec	A & C	0.70 & 24.1 sec	B & C
Rice Avenue & Hueneme Road	0.31	A	0.50	A
Del Norte Boulevard & Ventura Fwy NB Ramps*	24.7 sec	C	20.3 sec	C
Del Norte Boulevard & Ventura Fwy SB Ramps*	63.8 sec	F	182.7 sec	F
Del Norte Boulevard & Camino Del Sol	0.28	A	0.40	A
Del Norte Boulevard & Fifth Street	0.46	A	0.62	B

**Table IV.I-3
Existing Study Intersections Levels of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C or Delay	LOS	V/C or Delay	LOS
<i>Notes:</i> * Stop sign controlled. <i>sec = seconds of delay.</i> <i>Bold items identify situations that perform at an unacceptable LOS.</i> <i>Source: Austin-Foust Associates, Inc., 2010.</i>				

Existing Project Site Traffic Generation

The entire Project site is currently active agricultural land used to grow strawberries, celery, cabbage, lettuce, and peppers. The estimated average daily traffic is 190 trips, as shown in Table IV.I-4.

**Table IV.I-4
Existing Project Site Development Traffic Generation**

Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
424.6 Acres of Agricultural Operations	190	10	8	18	7	11	18
<i>Source: Austin-Foust Associates, Inc., 2008.</i>							

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a Project could have a potentially significant transportation or traffic impact if either of the following were to occur:

- 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;
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- 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;

- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- (e) Result in inadequate emergency access;
- (f) Result in inadequate parking capacity; or
- (g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Intersection Capacity Thresholds

Pursuant to the standards adopted by the City of Oxnard, a traffic impact is considered significant if the traffic generated by a project causes a 2% (0.02) or greater increase in delay at an intersection where the resulting LOS would be C, D, E, or F¹.

The City adopted a Traffic Management Plan (TMP) on December 18, 2008 that re-establishes LOS C as the minimum service for all Oxnard intersections except for five that are specifically excepted by the City Council. The five excepted intersections are: 1) Rose Avenue/Gonzales Road, 2) Gonzales Road/Oxnard Boulevard, 3) Vineyard Avenue/Oxnard Boulevard, 4) Five Points, and 5) Wooley Road and C Street. The 2030 General Plan Program EIR, certified on February 2, 2010, classifies these five below-LOS C intersections as significant unavoidable impacts. Both the TMP and Draft 2030 General Plan set LOS C as the minimum CEQA threshold and no intersection may be allowed to fall below LOS C without the City Council's specific approval and an overriding consideration either as a direct Project impact or by cumulative impacts.

Because this EIR evaluates several freeway ramp and highway intersections, thresholds adopted by Caltrans also apply to these two intersections. Pursuant to the standards adopted by Caltrans, a traffic impact is considered significant if the traffic generated by a project causes a delay of 35.1 seconds or greater at a freeway ramp intersection.

Freeway and Roadway Capacity Thresholds

A significant impact may occur if a project would cause a substantial change in freeway conditions or Congestion Management Plan (CMP)-designated surface streets when compared to conditions without the project. A substantial change in freeway conditions is defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway or other CMP segment in either direction during either the AM or PM weekday peak hour.

¹ City of Oxnard Resolution 10,418, adopted July 14, 1992.

Project Overview

The Sakioka Farms Specific Plan Project anticipates a total of approximately 8,500,000 square feet (sf) of overall development activities; 5,500,000 square feet of industrial uses and 2,900,000 square feet of business and research, that also includes office uses. Included in this total is 100,000 sf of commercial use, providing services to employees within the Sakioka development for daily needs. Because of the large size and scale of the development, construction is expected to take place over a 15 to 20-year time frame in four phases.

Access to the Project will be provided by the extension of Gonzales Road from Rice Avenue and through the Project area to Del Norte Boulevard. As part of the City's 2030 General Plan, Gonzales Road will continue to extend east past Del Norte Boulevard and possibly connect to the City of Camarillo pending additional study and consultations. A second east-west arterial located 1,200 feet south of the Gonzales Road on the Project site is also planned which, here on, in this report is referred to as "Sakioka Street A". Sakioka Street A will bisect Rice Avenue and Del Norte Boulevard providing access to Sakioka Farms through "T" intersections, which is critical to relieve traffic demand at the Gonzales Road intersections. The incremental phased roadway construction shall be completed prior to occupancy of the facility(ies) being served.

Project Impacts

Project Traffic Generation

Project trip generation was calculated using trip generation rates previously identified in Table IV.I-2. The resulting trip generation is summarized in Table IV.I-5 and shows a net-trips total of 8,370 AM peak hour trips (6,705 inbound and 1,665 outbound), 8,738 PM peak hour trips (2,220 inbound and 6,518 outbound), for a total of 70,750 average daily trips. Table IV.I-6 shows the phasing time frame for the build out of each planning area.

Table IV.I-5
Estimated Project Traffic Generation

TRIP RATES		Units	AM Peak Hour			PM Peak Hour			ADT
Land Use			In	Out	Total	In	Out	Total	
General Commercial		TSF	0.51	0.33	0.84	1.46	1.59	3.05	35.00
Office		TSF	1.66	0.23	1.89	0.31	1.51	1.82	13.50
Business Park/R&D Center		TSF	1.12	0.22	1.34	0.23	0.96	1.19	10.44
Light/General Industrial		TSF	0.58	0.18	0.76	0.25	0.61	0.85	6.50
AREA	LAND USE		AM Peak Hour			PM Peak Hour			ADT
		Size	In	Out	Total	In	Out	Total	
1	Office	400 TSF	664	92	756	124	604	728	5,400

	Business Park/R&D Center	1,300 TSF	1,456	286	1,742	299	1,248	1,547	13,572
	General Commercial	80 TSF	41	26	67	117	127	244	2,800
	SUBTOTAL		2,161	404	2,565	540	1,979	2,519	21,772
2	Business Park/R&D Center	200 TSF	224	44	268	46	192	238	2,088
	Light/General Industrial	600 TSF	348	108	456	150	366	516	3,900
	SUBTOTAL		572	152	724	196	558	754	5,988
3	Business Park/R&D Center	600 TSF	672	132	804	138	576	714	6,264
	Light/General Industrial	1,200 TSF	696	216	912	300	732	1,032	7,800
	SUBTOTAL		1,368	348	1,716	438	1,308	1,746	14,064
4	Business Park/R&D Center	200 TSF	224	44	268	46	192	238	2,088
	Light/General Industrial	500 TSF	290	90	380	125	305	430	3,250
	SUBTOTAL		514	134	648	171	497	668	5,338
5	Light/General Industrial	2,500 TSF	1,450	450	1,900	625	1,525	2,150	16,250
	SUBTOTAL		1,450	450	1,900	625	1,525	2,150	16,250
6	Business Park/R&D Center	100 TSF	112	22	134	23	96	119	1,044
	Light/General Industrial	700 TSF	406	126	532	175	427	602	4,550
	SUBTOTAL		518	148	666	198	523	721	5,594
7	Business Park/R&D Center	100 TSF	112	22	134	23	96	119	1,044
	General Commercial	20 TSF	10	7	17	29	32	61	700
	SUBTOTAL		122	29	151	52	128	180	1,744
TOTAL			6,705	1,665	8,370	2,220	6,518	8,738	70,750
Existing Sakioka Farms Trip Totals			10	8	18	7	11	18	190
Source: Austin-Foust and Associates, 2010.									

Table IV.I-6
Sakioka Farms Specific Plan Area-Phasing Time Line

	COMPLETION PERCENTAGE						
	AREA 1	AREA 2	AREA 3	AREA 4	AREA 5	AREA 6	AREA 7
Phase 1 (2010)	25%	25%	25%	25%	33%		
Phase 2 (2015)	50%	50%	75%	50%	66%	25%	
Phase 3 (2020)	75%	75%	100%	75%	100%	50%	25%
Phase 4 (2025)	100%	100%		100%		100%	100%
<i>Source: Austin-Foust and Associates, 2010.</i>							

Project Trip Assignments

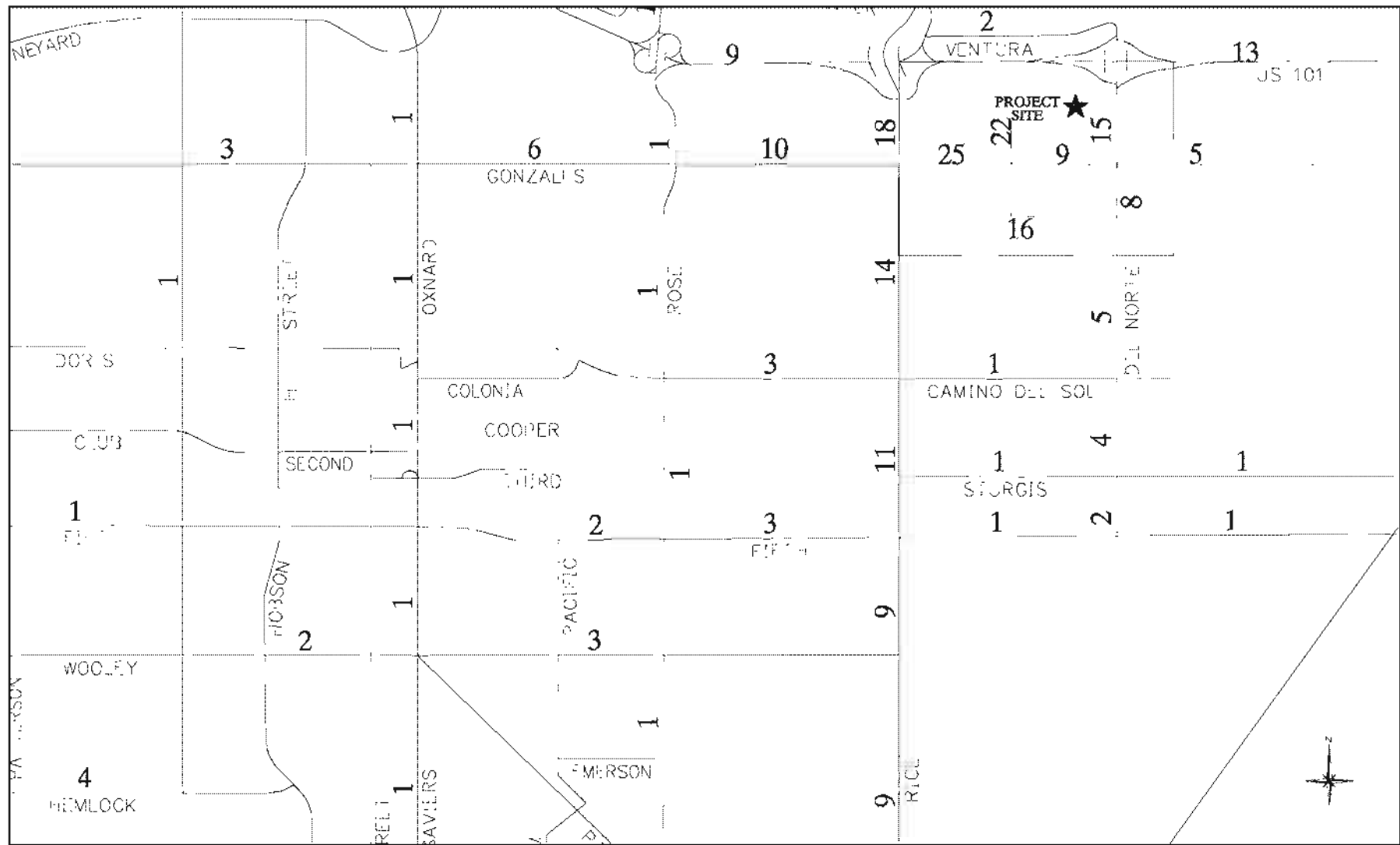
In order to assign the Project-generated traffic to the area roadway system, the directional distribution of the Project traffic was estimated and Project traffic assignments determined. The Project traffic assignments were based on the trip distribution from modeled select zone volumes from the Oxnard Traffic Model. The Project trip distribution percentages and Project roadway link ADT volumes are presented in Figure IV.I-3 and Figure IV.I-4, respectively.

FIGURE IV.I-3. PROJECT TRAFFIC DISTRIBUTION

(Figure 3-2 of the EIR Traffic Study)

FIGURE IV.I-4. PROJECT ROADWAY LINK ADT VOLUMES

(Figure 3-3 of the EIR Traffic Study)



Legend

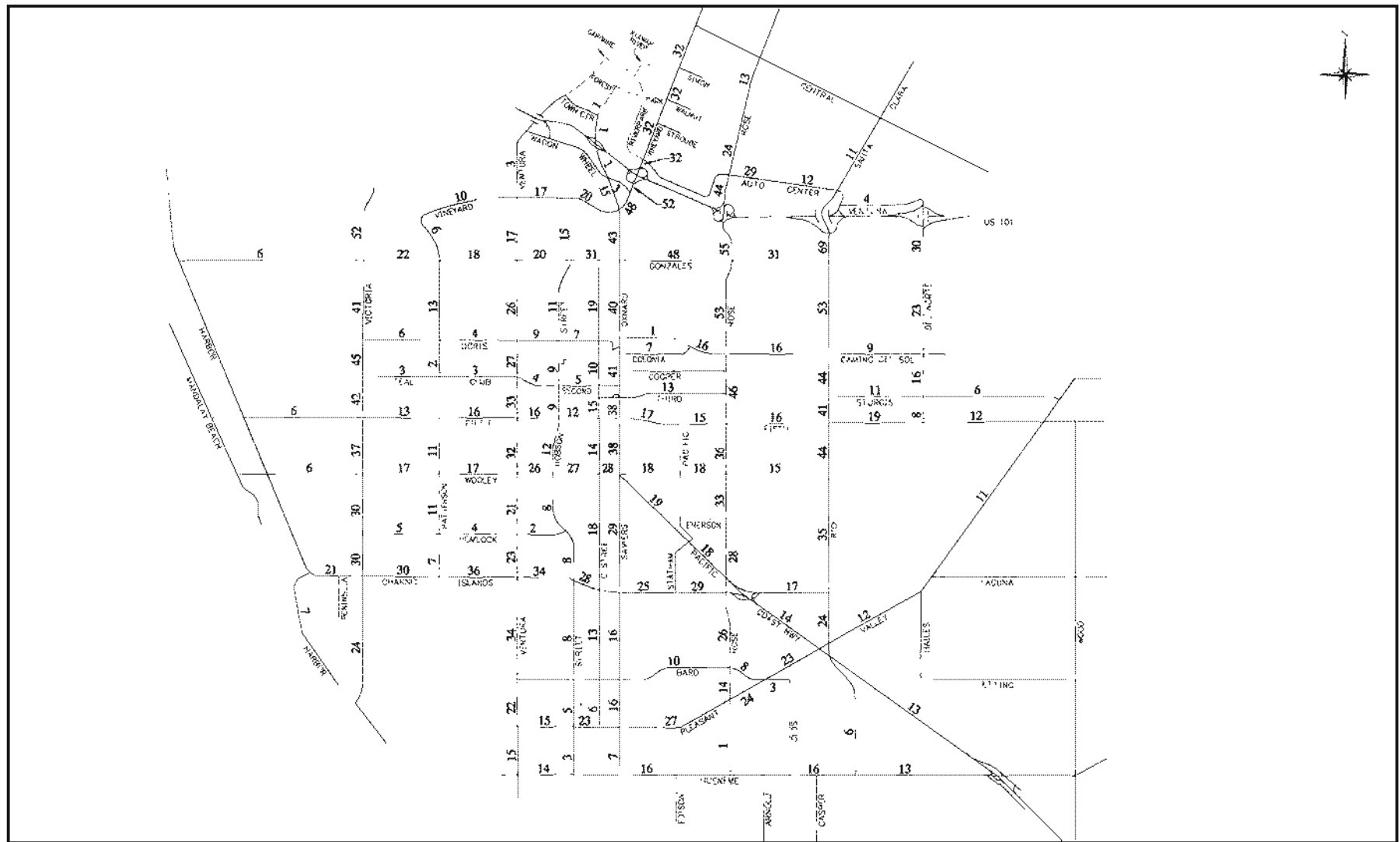
XX Project ADT (000's)

Figure 3-3

PROJECT ADT

FIGURE IV.I-5. EXISTING-PLUS-PROJECT ROADWAY LINK ADT VOLUMES

(Figure 4-1 of the EIR Traffic Study)



**Table IV.I-7
Existing-Plus-Project Study Intersections Levels of Service**

Intersection	Existing		Existing-Plus-Project	
	V/C or Delay	LOS	V/C or Delay	LOS
AM Peak Hour				
Ventura Road & Gonzales Road	0.40	A	0.45	A
Ventura Road & Wooley Road	0.65	B	0.71	C
Oxnard Boulevard & Ventura Fwy NB Ramps	16.2 sec	B	16.6 sec	B
Oxnard Boulevard & Ventura Fwy SB Ramps	4.7 sec	A	4.7 sec	A
Oxnard Boulevard & Vineyard Avenue	0.59 & 27.5 sec	A & C	0.60 & 28.6 sec	A & C
Oxnard Boulevard & Gonzales Road	0.64 & 29.3 sec	B & C	0.83 & 38.1 sec	D & D
Oxnard Boulevard & Fifth Street	0.49 & 18.9 sec	A & B	0.55 & 20.2 sec	A & C
Five-Points (Oxnard-Saviers-Wooley)	145.2 sec	F	149.0 sec	F
Vineyard Avenue & Ventura Fwy NB Ramps	9.6 sec	A	10.6 sec	B
Vineyard Avenue & Ventura Fwy SB Ramps	7.7 sec	A	8.1 sec	A
Rose Avenue & Auto Center Drive	0.41	A	0.50	A
Rose Avenue & Ventura Fwy NB Ramps	9.9 sec	A	10.3 sec	B
Rose Avenue & Ventura Fwy SB Ramps	12.8 sec	B	12.6 sec	B
Rose Avenue & Gonzales Road	0.62	B	.74	C
Rose Avenue & Camino Del Sol	0.68	B	0.83	D
Rose Avenue & Fifth Street	0.65	B	0.82	D
Rose Avenue & Wooley Road	0.47	A	0.55	A
Rose Avenue & Oxnard Boulevard	0.38 & 12.8 sec	A & B	0.38 & 13.1 sec	A & B
Rose Avenue & Channel Island Boulevard	0.52	A	0.60	A
Rose Avenue & Bard Road	0.53	A	0.59	A
Rose Avenue & Pleasant Valley Road	0.43	A	0.44	A
Dupont Street & Channel Islands Boulevard	0.29	A	0.61	B
Bard Road & Pleasant Valley Road	0.42	A	0.45	A
Santa Clara Avenue & Auto Center Drive	0.56	A	--	--
Rice Avenue & Ventura Fwy SB Ramps	7.1 sec	A	32.6 sec	C
Rice Avenue & Gonzales Road	0.49	A	--	--
Rice Avenue & Camino Del Sol	0.42	A	0.83	D
Rice Avenue & Fifth Street	0.53	A	0.92	E
Rice Avenue & Wooley Road	0.48	A	0.81	D
Rice Avenue & Channel Islands Boulevard	0.41	A	0.59	A
Rice Avenue NB & Pleasant Valley Road	0.45 & 10.4 sec	A & B	0.52 & 12.3 sec	A & B
Oxnard Boulevard & Pleasant Valley Road	0.57 & 22.0 sec	A & C	0.61 & 23.3 sec	B & C
Rice Avenue & Hueneme Road	0.31	A	0.33	A
Del Norte Boulevard & Ventura Fwy NB Ramps*	24.7 sec	C	442.0 sec	F
Del Norte Boulevard & Ventura Fwy SB Ramps*	63.8 sec	F	717.9 sec	F
Del Norte Boulevard & Camino Del Sol	0.28	A	0.59	A

**Table IV.I-7
Existing-Plus-Project Study Intersections Levels of Service**

Intersection	Existing		Existing-Plus-Project	
	V/C or Delay	LOS	V/C or Delay	LOS
Del Norte Boulevard & Fifth Street	0.46	A	0.56	A
PM Peak Hour				
Ventura Road & Gonzales Road	0.63	B	0.65	B
Ventura Road & Wooley Road	0.76	C	0.79	C
Oxnard Boulevard & Ventura Fwy NB Ramps	19.0 sec	B	19.0 sec	B
Oxnard Boulevard & Ventura Fwy SB Ramps	4.5 sec	A	4.5 sec	A
Oxnard Boulevard & Vineyard Avenue	0.76 & 33.9 sec	C & C	0.76 & 34.9 sec	C & C
Oxnard Boulevard & Gonzales Road	0.76 & 31.0 sec	C & C	0.80 & 34.3 sec	C & C
Oxnard Boulevard & Fifth Street	0.69 & 24.2 sec	B & C	0.74 & 27.6 sec	C & C
Five-Points (Oxnard-Saviers-Wooley)	178.8 sec	F	173.0 sec	F
Vineyard Avenue & Ventura Fwy NB Ramps	12.6 sec	B	10.6 sec	B
Vineyard Avenue & Ventura Fwy SB Ramps	7.4 sec	A	7.6 sec	A
Rose Avenue & Auto Center Drive	0.64	B	0.65	B
Rose Avenue & Ventura Fwy NB Ramps	12.5 sec	B	13.7 sec	B
Rose Avenue & Ventura Fwy SB Ramps	17.6 sec	B	17.7 sec	B
Rose Avenue & Gonzales Road	0.84	D	0.94	E
Rose Avenue & Camino Del Sol	0.74	C	0.82	D
Rose Avenue & Fifth Street	0.66	B	0.73	C
Rose Avenue & Wooley Road	0.63	B	0.70	B
Rose Avenue & Oxnard Boulevard	0.64 & 17.3 sec	B & B	0.65 & 17.6 sec	B & B
Rose Avenue & Channel Island Boulevard	0.56	A	0.62	B
Rose Avenue & Bard Road	0.45	A	0.47	A
Rose Avenue & Pleasant Valley Road	0.47	A	0.49	A
Dupont Street & Channel Islands Boulevard	0.56	A	0.68	B
Bard Road & Pleasant Valley Road	0.55	A	0.60	A
Santa Clara Avenue & Auto Center Drive	0.75	C	--	--
Rice Avenue & Ventura Fwy SB Ramps	11.9 sec	B	32.9 sec	C
Rice Avenue & Gonzales Road	0.61	B	--	--
Rice Avenue & Camino Del Sol	0.54	A	0.80	C
Rice Avenue & Fifth Street	0.73	C	1.08	F
Rice Avenue & Wooley Road	0.59	A	0.82	D
Rice Avenue & Channel Islands Boulevard	0.65	B	0.88	D
Rice Avenue NB & Pleasant Valley Road	0.73 & 24.4 sec	C & C	0.78 & 30.6 sec	C & C
Oxnard Boulevard & Pleasant Valley Road	0.70 & 24.1 sec	B & C	0.80 & 34.1 sec	C & C
Rice Avenue & Hueneme Road	0.50	A	0.51	A
Del Norte Boulevard & Ventura Fwy NB Ramps*	20.3 sec	C	416.5 sec	F
Del Norte Boulevard & Ventura Fwy SB Ramps*	182.7 sec	F	924.2 sec	F

**Table IV.I-7
Existing-Plus-Project Study Intersections Levels of Service**

Intersection	Existing		Existing-Plus-Project	
	V/C or Delay	LOS	V/C or Delay	LOS
Del Norte Boulevard & Camino Del Sol	0.40	A	0.59	A
Del Norte Boulevard & Fifth Street	0.62	B	0.78	C
<i>Notes:</i> <i>* Stop sign controlled.</i> <i>sec = seconds of delay.</i> <i>Bold items identify situations that perform at an unacceptable LOS.</i> <i>Source: Austin-Foust Associates, Inc., 2010.</i>				

Table IV.I-7 shows all intersections operate at acceptable levels of service during the AM and PM peak hours with the addition of Project traffic except at the 11 locations listed below:

- Oxnard Boulevard & Gonzales Road (AM LOS 'D')
- Five-Points (Oxnard-Saviers-Wooley) (AM/PM LOS 'F')
- Rose Avenue & Gonzales Road (PM LOS 'E')
- Rose Avenue & Camino Del Sol (AM LOS 'D')
- Rose Avenue & Fifth Street (AM LOS 'D')
- Rice Avenue & Camino Del Sol (AM LOS 'D')
- Rice Avenue & Fifth Street (AM/PM LOS 'E' / 'F')
- Rice Avenue & Wooley Road (AM/PM LOS 'D')
- Rice Avenue & Channel Islands (PM LOS 'D')
- Del Norte Boulevard & Ventura Freeway NB Ramps (AM/PM LOS 'F')
- Del Norte Boulevard & Ventura Freeway SB Ramps (AM/PM LOS 'F')

Implementation of a portion of the City's TMP/Capital Improvement Program improvements for these locations is forecast to bring these locations back to an acceptable LOS, except at the Five-Points intersection. This analysis shows that if no other projects were developed in Oxnard except the Sakioka Specific Plan and all planned street improvements were in place, overall traffic would improve compared to current conditions. Of course this is unrealistic and the next analysis adds other expected development.

Year 2030 Traffic Conditions

Traffic volumes for year 2030 are derived from the modeled volumes used in the OTM. The 2030 analysis covers two scenarios, the first is 2030 OTM with the Sakioka Farms proposed land uses and the second covers the OTM with no Sakioka Farms project. The current OTM ADT and traffic volumes are shown in Figures IV.I-3, IV.I-4 and IV.I-5. The same intersection analysis methodologies were applied at each of the study intersections using the year 2030 traffic volumes. The analyses planned future intersection lane geometrics for study intersections is shown in Figure IV.I-9. As shown in Table IV.I-7, all study intersections are planned to operate at an acceptable level of service with the exception of the five locations listed below:

- Oxnard Boulevard & Vineyard Avenue (PM LOS “D”)
- Oxnard Boulevard & Gonzales Road (PM LOS “D”)
- Five Points (Oxnard-Saviers-Wooley) (AM/PM LOS “F”)
- Rose Avenue & Gonzales Road (PM LOS “D”)
- Rice Avenue & Gonzales Road (AM/PM LOS “D”)

FIGURE IV.I-6. YEAR 2030 ADT VOLUMES

(Figure 4-4 of the EIR Traffic Study)

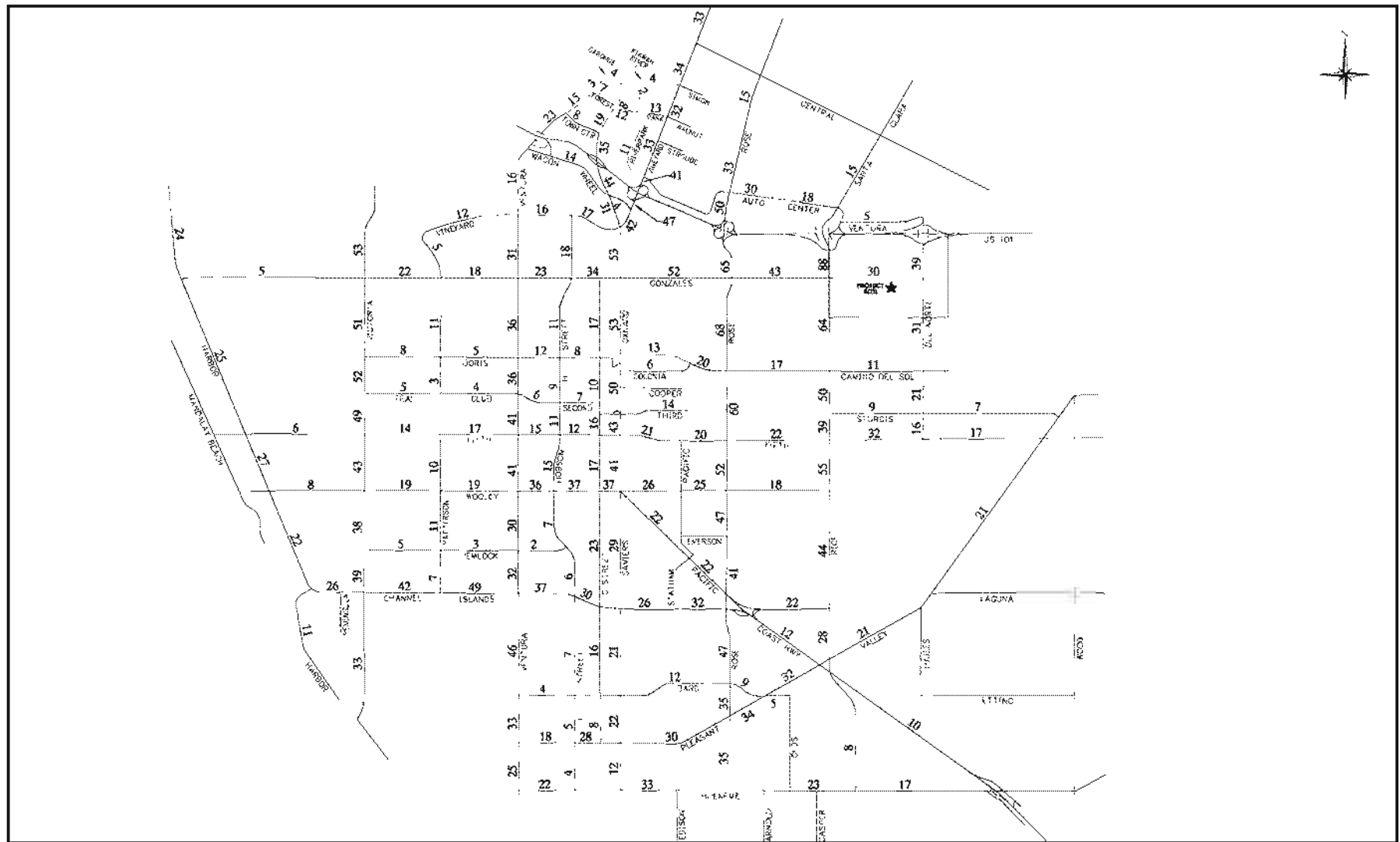
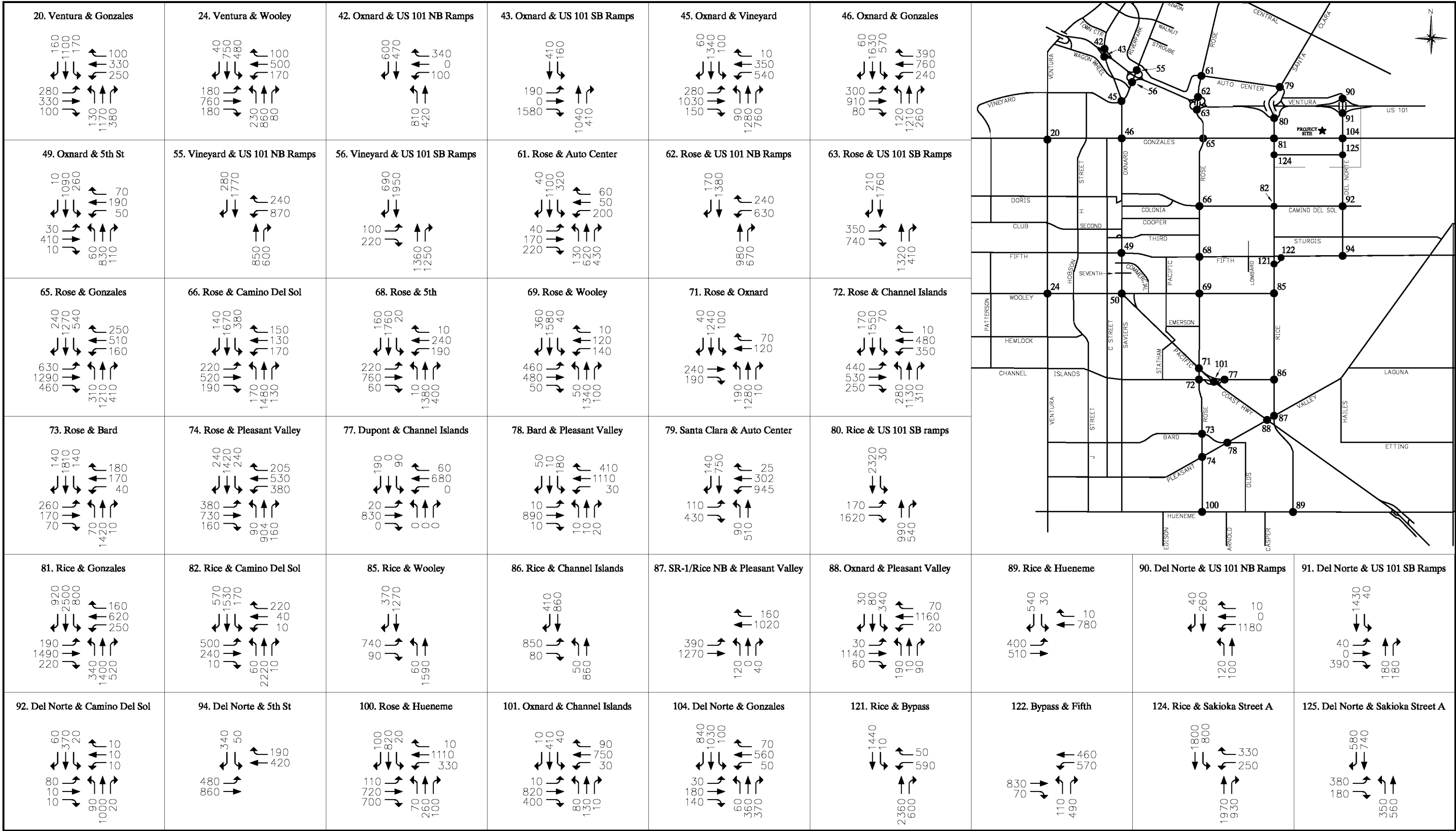


FIGURE IV.I-7. YEAR 2030 AM Peak Hour Volumes

(Figure 4-5 of the EIR Traffic Study)

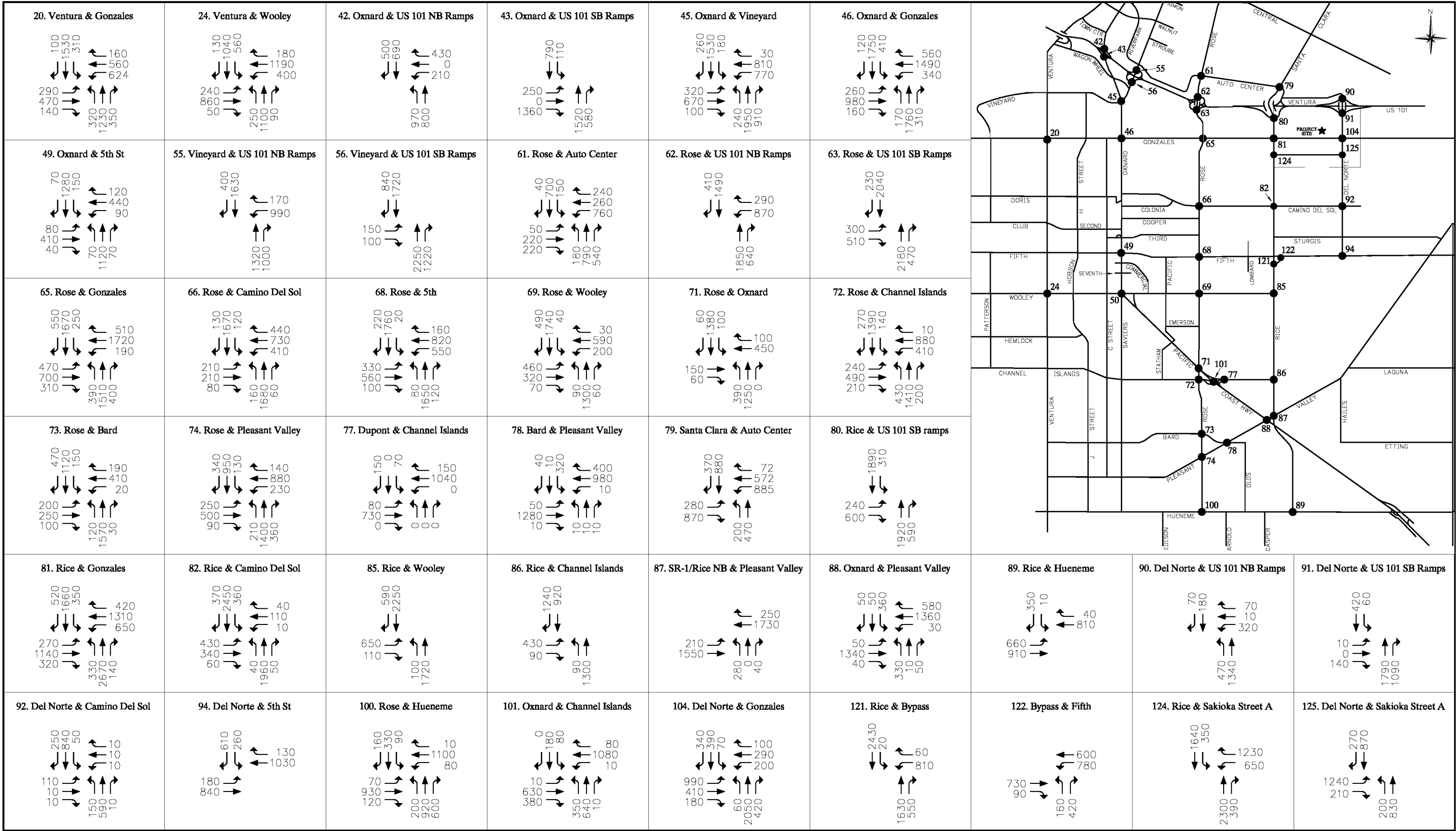


* 50. 5-Points (Oxnard-Saviers-Wooley) SEE APPENDIX

Figure 4-5
YEAR 2030 OTM
AM PEAK HOUR VOLUMES

FIGURE IV.I-8. YEAR 2030 PM Peak Hour Volumes

(Figure 4-6 of the EIR Traffic Study)



* 50. 5-Points (Oxnard-Saviers-Wooley) SEE APPENDIX

Figure 4-6
YEAR 2030 OTM
PM PEAK HOUR VOLUMES

FIGURE IV.I-9. YEAR 2030 Lane Configurations

(Figure 4-7 of the EIR Traffic Study)

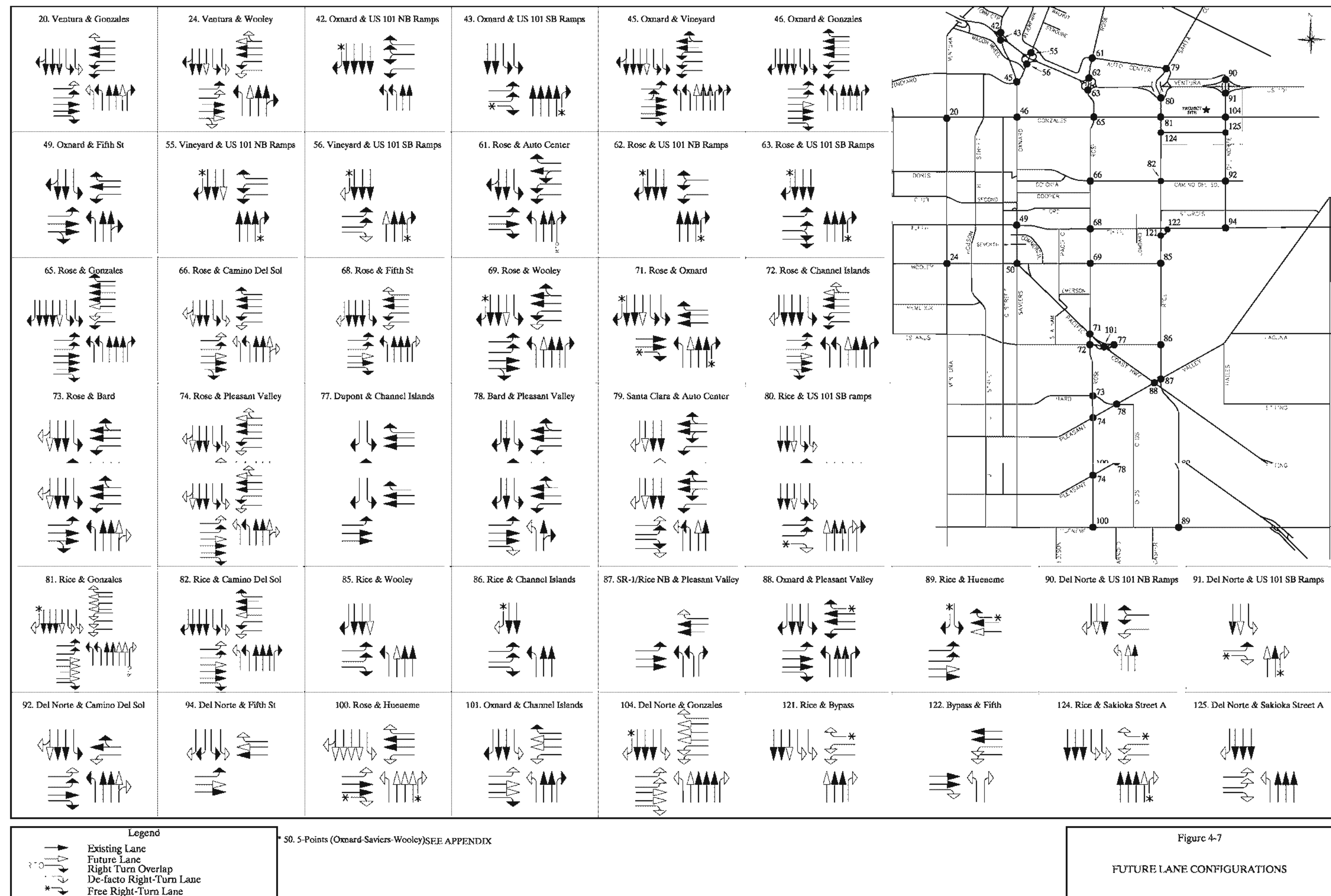


FIGURE IV.I-10. YEAR 2030 BASELINE-PLUS-PROJECT ROADWAY LINK ADT VOLUMES

(Figure 4-8 of the EIR Traffic Study)

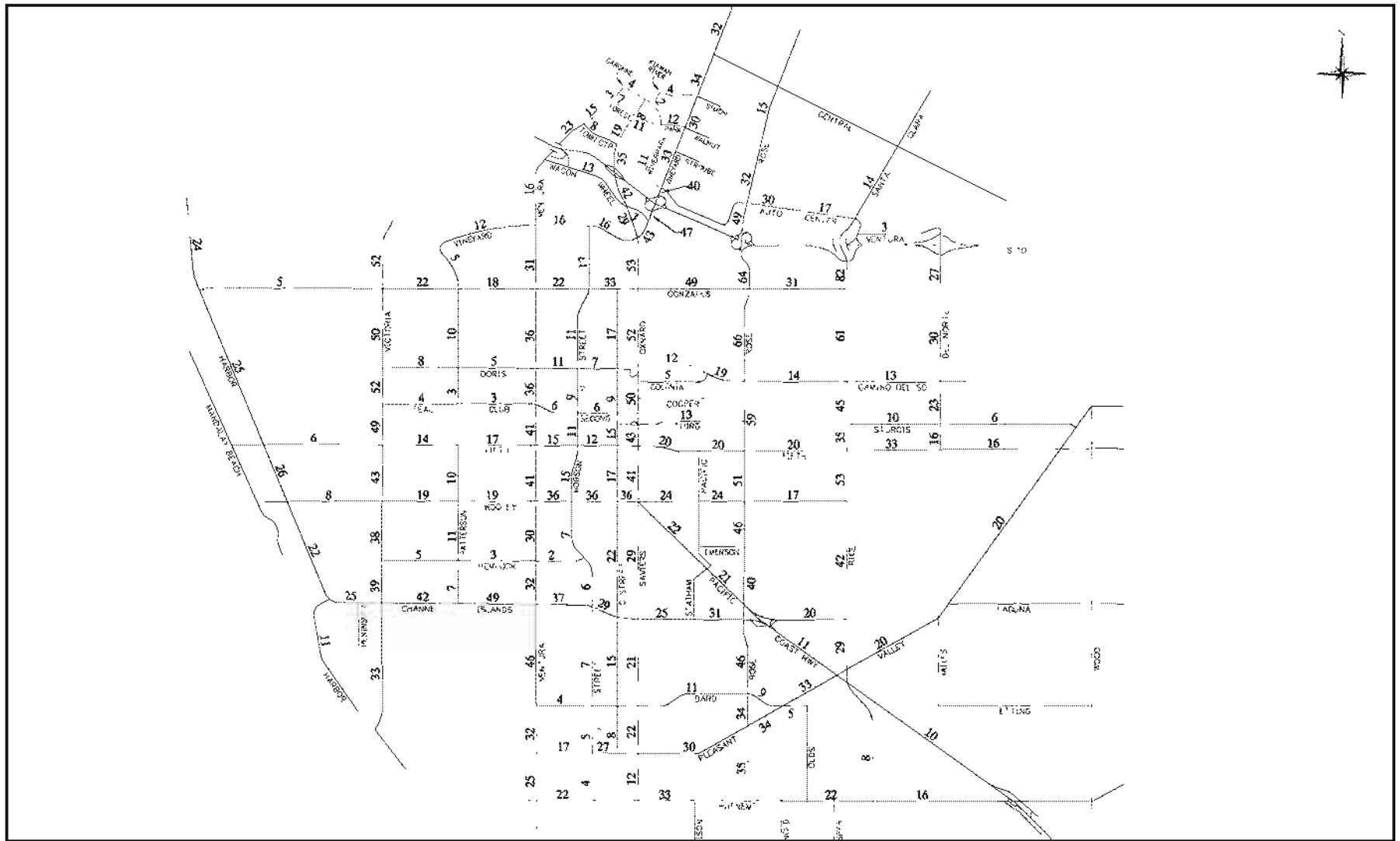


Figure 4-8

OTM 2030 ADT NO SAKIOKA FARMS (000's)

Year 2030 No-Project Conditions

The second comparison analysis for the future is the No-build year 2030 OTM analysis. The 2030 Oxnard Traffic Model without Project ADT traffic volumes is shown in Figure IV-6, with the turning movements shown in Figures IV-7 and IV-8. Using the planned future intersection lane geometrics for study intersections, Table IV.I-8 shows the resulting LOS comparison between the future year 2030 with and without Sakioka Farms. All study intersections would operate at an acceptable level of service without the Project, except at the three locations listed below:

- Oxnard Boulevard & Vineyard Avenue (PM LOS “D”)
- Oxnard Boulevard & Gonzales Road (PM LOS “D”)
- Five Points (Oxnard-Saviers-Wooley) (AM/PM LOS “F”)

Table IV.I-8
Year 2030 - Plus-Project

Intersection	Year 2030 No Project		2030-Plus-Project	
	V/C or Delay	LOS	V/C or Delay	LOS
AM Peak Hour				
Ventura Road & Gonzales Road	0.47	A	0.48	A
Ventura Road & Wooley Road	0.58	A	0.60	A
Oxnard Boulevard & Ventura Fwy NB Ramps	14.1 sec	B	18.9 sec	B
Oxnard Boulevard & Ventura Fwy SB Ramps	6.5 sec	A	7.4 sec	A
Oxnard Boulevard & Vineyard Avenue	0.54 & 23.1 sec	A & C	0.62 & 27.7 sec	B & C
Oxnard Boulevard & Gonzales Road	0.63 & 25.9 sec	B & C	0.70 & 29.0 sec	B & C
Oxnard Boulevard & Fifth Street	0.57 & 22.1 sec	A & C	0.61 & 24.7 sec	B & C
Five-Points (Oxnard-Saviers-Wooley)	183.5 sec	F	197.8 sec	F
Vineyard Avenue & Ventura Fwy NB Ramps	11.2 sec	A	13.5 sec	A
Vineyard Avenue & Ventura Fwy SB Ramps	6.3 sec	A	7.2 sec	A
Rose Avenue & Auto Center Drive	0.59	A	0.60	A
Rose Avenue & Ventura Fwy NB Ramps	12.6 sec	B	12.8 sec	B
Rose Avenue & Ventura Fwy SB Ramps	10.6 sec	B	12.1 sec	B
Rose Avenue & Gonzales Road	0.59	A	0.74	C
Rose Avenue & Camino Del Sol	0.63	B	0.66	B
Rose Avenue & Fifth Street	0.66	B	0.68	B
Rose Avenue & Wooley Road	0.59	A	0.57	A
Rose Avenue & Oxnard Boulevard	0.47 & 12.2 sec	A & B	0.46 & 12.5 sec	A & B
Rose Avenue & Channel Island Boulevard	0.68	B	0.68	B
Rose Avenue & Bard Road	0.70	B	0.72	C

**Table IV.I-8
Year 2030 - Plus-Project**

Intersection	Year 2030 No Project		2030-Plus-Project	
	V/C or Delay	LOS	V/C or Delay	LOS
Rose Avenue & Pleasant Valley Road	0.70	B	0.65	B
Dupont Street & Channel Islands Boulevard	0.32	A	0.34	A
Bard Road & Pleasant Valley Road	0.60	A	0.62	B
Santa Clara Avenue & Auto Center Drive	23.5 sec	C	20.9 sec	C
Rice Avenue & Ventura Fwy SB Ramps	4.0 sec	A	30.2 sec	C
Rice Avenue & Gonzales Road	0.67	B	0.81	D
Rice Avenue & Camino Del Sol	0.59	A	0.77	C
Rice Avenue & Wooley Road	0.57	A	0.56	A
Rice Avenue & Channel Islands Boulevard	0.59	A	0.57	A
Rice Avenue NB & Pleasant Valley Road	0.57 & 17.8 sec	A & B	0.60 & 19.2 sec	A & B
Oxnard Boulevard & Pleasant Valley Road	0.62 & 23.7 sec	B & B	0.63 & 24.0 sec	B & C
Rice Avenue & Hueneme Road	0.34	A	0.39	A
Del Norte Boulevard & Ventura Fwy NB Ramps	16.3 sec	B	17.3 sec	B
Del Norte Boulevard & Ventura Fwy SB Ramps	3.2 sec	A	4.2 sec	A
Del Norte Boulevard & Camino Del Sol	0.32	A	0.26	A
Del Norte Boulevard & Fifth Street	0.32	A	0.45	A
Rose Avenue & Hueneme Road	0.63	B	0.63	B
Oxnard Boulevard & Channel Islands Boulevard	0.39 & 12.7 sec	A & B	0.46 & 15.0 sec	A & B
Del Norte Boulevard & Gonzales Road	--	--	0.38	A
Rice Avenue & Bypass	0.61	B	0.67	B
Bypass & Fifth Street	0.67	B	0.61	B
Rice Avenue & Sakioka Street	--	--	0.64	B
Del Norte Boulevard & Sakioka Street	--	--	0.61	B
PM Peak Hour				
Ventura Road & Gonzales Road	0.78	c	0.77	c
Ventura Road & Wooley Road	0.78	C	0.80	C
Oxnard Boulevard & Ventura Fwy NB Ramps	17.2 sec	B	17.2 sec	B
Oxnard Boulevard & Ventura Fwy SB Ramps	10.9 sec	B	10.0 sec	A
Oxnard Boulevard & Vineyard Avenue	0.87 & 44.1sec	D & D	0.88 & 46.4 sec	D & D
Oxnard Boulevard & Gonzales Road	0.84 & 42.6sec	D & D	0.89 & 47.2 sec	D & D
Oxnard Boulevard & Fifth Street	0.75 & 31.1 sec	C & C	0.79 & 34.2 sec	C & C
Five-Points (Oxnard-Saviers-Wooley)	253.8 sec	F	258.1 sec	F
Vineyard Avenue & Ventura Fwy NB Ramps	13.5 sec	B	13.0 sec	B
Vineyard Avenue & Ventura Fwy SB Ramps	6.3 sec	A	4.7sec	A
Rose Avenue & Auto Center Drive	0.66	B	0.69	B
Rose Avenue & Ventura Fwy NB Ramps	17.5 sec	B	15.2 sec	B
Rose Avenue & Ventura Fwy SB Ramps	12.7 sec	B	12.9 sec	B
Rose Avenue & Gonzales Road	0.76	C	0.81	F
Rose Avenue & Camino Del Sol	0.66	B	0.73	C

**Table IV.I-8
Year 2030 - Plus-Project**

Intersection	Year 2030 No Project		2030-Plus-Project	
	V/C or Delay	LOS	V/C or Delay	LOS
Rose Avenue & Fifth Street	0.74	C	0.78	C
Rose Avenue & Wooley Road	0.75	C	0.75	C
Rose Avenue & Oxnard Boulevard	0.65 & 19.1 sec	B & B	0.67 & 19.7 sec	B & B
Rose Avenue & Channel Island Boulevard	0.68	B	0.70	B
Rose Avenue & Bard Road	0.72	C	0.74	C
Rose Avenue & Pleasant Valley Road	0.68	B	0.70	B
Dupont Street & Channel Islands Boulevard	0.40	A	0.43	A
Bard Road & Pleasant Valley Road	0.66	B	0.67	B
Santa Clara Avenue & Auto Center Drive	31.1 sec	C	33.0 sec	C
Rice Avenue & Ventura Fwy SB Ramps	8.9 sec	A	10.4 sec	B
Rice Avenue & Gonzales Road	0.80	C	0.88	D
Rice Avenue & Camino Del Sol	0.78	C	0.67	B
Rice Avenue & Wooley Road	0.68	B	0.73	C
Rice Avenue & Channel Islands Boulevard	0.60	A	0.54	A
Rice Avenue NB & Pleasant Valley Road	0.77 & 22.9 sec	C & C	0.76 & 23.1sec	C & C
Oxnard Boulevard & Pleasant Valley Road	0.65 & 22.2 sec	B & C	0.69 & 24.7 sec	B & C
Rice Avenue & Hueneme Road	0.50	A	0.47	A
Del Norte Boulevard & Ventura Fwy NB Ramps	12.8 sec	B	14.3 sec	B
Del Norte Boulevard & Ventura Fwy SB Ramps	3.4 sec	A	5.5 sec	A
Del Norte Boulevard & Camino Del Sol	0.46	A	0.36	A
Del Norte Boulevard & Fifth Street	0.62	B	0.54	A
Rose Avenue & Hueneme Road	0.63	B	0.63	B
Oxnard Boulevard & Channel Islands Boulevard	0.57 & 20.0 sec	A & B	0.63 & 22.0 sec	B & C
Del Norte Boulevard & Gonzales Road	--	--	0.73	C
Rice Avenue & Bypass	0.68	B	0.76	C
Bypass & Fifth Street	0.65	B	0.57	A
Rice Avenue & Sakioka Street	--	--	0.67	B
Del Norte Boulevard & Sakioka Street	--	--	0.70	B
<i>Notes:</i> <i>sec = seconds of delay.</i> <i>Bold items identify situations that perform at an unacceptable LOS.</i> <i>Source: Austin-Foust Associates, Inc., 2010.</i>				

Project Phasing, Mitigation & Future Roadway Improvements

The future year 2030 General Plan roadway and intersection configurations are what is required to accommodate the future traffic volumes and at some intersections (shown in Figure IV.I-9), improvements over the existing City transportation network are needed. Future improvements such as

“Sakioka Street” are key access points of the proposed Sakioka Farms development, and as such, the Project is fully responsible for these improvements. These improvements will need to be constructed during or prior to the phased development in each planning area. Some Project area intersections will not require improvements over the existing lane configurations, but for the locations that do, an impact analysis based on the Project development phasing shown in Tables IV.I-5 and IV.I-6 was conducted to determine when these future roadway improvements will be needed.

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

Background traffic volumes at each Project phase year were calculated assuming straight-line growth from the existing volumes to the 2030 OTM no Project volumes. The Project volume at each phase was determined from the net difference between the 2030 OTM with Project and 2030 OTM no Project traffic volumes, and incrementally added based on the percentage of total development complete at each phase. The following discussion evaluates the Projects impact at each development completion phase, and list which future improvements or mitigation would be required under these assumptions (see Appendix C of the EIR Traffic Study for phase year volumes and LOS calculation sheets).

In order to provide the decisionmakers with an appropriate level of information concerning potential Project traffic impacts, the following analysis and mitigation measures assume that Project development will proceed in the manner currently proposed in this EIR. However, it is also acknowledged that future development plans may change based on numerous factors, including the need to respond to various fluctuations in market and/or community conditions and pressures.

Should Project development vary markedly from the currently proposed phasing plan, the City would employ an adaptive management strategy whereby each new development phase of the Project would be subject to sequential analysis, requiring a new Developer paid Traffic Study, to determine which of the mitigation measures would be required to mitigate the impacts of the revised Project phase. The factors triggering a new Developer paid Traffic Study would include, but not limited to:

- Changes to the Master tract map setting up planning areas;
- A Tract map that sets up dedications for primary or secondary arterials and/or public or private internal collector streets;
- A Subdivision of 10 parcels or more;

- A Building or buildings exceeding 250,000 gsf;
- Any Project at the discretion of the Public Works Director or City Traffic Engineer.

Opening Year Phase 1 Completion (2010) With Existing Lanes

The Phase 1 completion of the Sakioka Farms development is planned for the end of 2010, when construction improvements to Rice Avenue and the Ventura Freeway interchange will be complete². To evaluate the need for City roadway improvements, an impact analysis will be completed for opening year Phase 1 (Year 2010) with and without the Project at 25 intersection locations. At these 25 intersections listed below, existing lane configurations are used.

- | | |
|--|---|
| • Ventura Road & Gonzales Road | • Rose Avenue & Pleasant Valley Road |
| • Ventura Road & Wooley Road | • Bard Road & Pleasant Valley Road |
| • Oxnard Blvd & Vineyard Avenue | • Rice Avenue & Camino Del Sol |
| • Oxnard Blvd & Gonzales Road | • Rice Avenue & Fifth Street |
| • Vineyard Avenue & Ventura Fwy NB Ramps | • Rice Avenue & Wooley Road |
| • Vineyard Avenue & Ventura Fwy SB Ramps | • Rice Avenue & Channel Islands Blvd |
| • Rose Avenue & Gonzales Road | • Rice Avenue NB & Pleasant Valley Road |
| • Rose Avenue & Camino Del Sol | • Rice Avenue & Hueneme Road |
| • Rose Avenue & Fifth Street | • Del Norte Blvd & Ventura Fwy NB Ramps |
| • Rose Avenue & Wooley Road | • Del Norte Blvd & Ventura Fwy SB Ramps |
| • Rose Avenue & Oxnard Blvd | • Del Norte Blvd & Camino Del Sol |
| • Rose Avenue & Channel Islands Blvd | • Del Norte Blvd & Fifth Street |
| • Rose Avenue & Bard Road | • |

Sakioka Farms responsibility for future roadway improvements outside the Project area in Phase 1 depends on the extent of the Project's traffic impact based on the previously discussed criteria. Table IV.I-9 contains the opening year Phase 1 impact analysis comparing year 2010 with, and without,

² Given the recent economic downturn, at least a two year delay to 2012 is likely.

Project conditions. The Project significantly impacts five Project area intersections. The necessary Project responsible improvement measures required to mitigate the Projects impact back to the no-build ICU V/C at each intersection location is noted Table IV.I-9 and shown in Figure IV.I-11. The required mitigation shown in Table IV.I-10 shall be constructed during or prior to the phased development in each particular planning area.

**Table IV.I-9
Phase 1 Project Impact Analysis**

City Intersections	Peak Hour	2010 ICU	2010+Phase 1 ICU	V/C Change	Project Impact	Improvements Needed
Ventura Rd at Gonzales Rd	AM	.43	.44	--	--	NO
	PM	.65	.65	--	--	
Ventura Rd & Wooley Rd	AM	.68	.67	--	--	NO
	PM	.80	.80	.00	NO	
Oxnard Blvd & Vineyard Ave	AM	.59	.62	--	--	NO
	PM	.76	.76	.00	NO	
Oxnard Blvd & Gonzales Rd	AM	.63	.65	--	--	NO
	PM	.76	.77	+ .01	NO	
Rose Ave & Gonzales Rd	AM	.61	.67	--	--	YES
	PM	.84	.86	+ .02	YES	
Rose Ave & Camino Del Sol	AM	.72	.75	+ .03	YES	YES
	PM	.74	.76	+ .02	YES	
Rose Ave & Fifth St	AM	.68	.69	--	--	NO
	PM	.71	.72	+ .01	NO	
Rose Ave & Wooley Rd	AM	.50	.52	--	--	NO
	PM	.67	.67	--	--	
Rose Ave & Oxnard Blvd	AM	.40	.39	--	--	NO
	PM	.66	.66	--	--	
Rose Ave & Channel Islands Blvd	AM	.53	.53	--	--	NO
	PM	.57	.57	--	--	
Rose Ave & Bard Rd	AM	.56	.57	--	--	NO
	PM	.48	.49	--	--	
Rose Ave & Pleasant Valley Rd	AM	.47	.46	--	--	NO
	PM	.52	.51	--	--	
Bard Rd & Pleasant Valley Rd	AM	.43	.43	--	--	NO
	PM	.55	.55	--	--	
Rice Ave & Camino Del Sol	AM	.45	.50	--	--	NO
	PM	.57	.57	--	--	
Rice Ave & Fifth St (Year 2030 #121/122)	AM	.59	.63	--	--	YES
	PM	.79	.82	+ .03	YES	
Rice Ave & Wooley Rd	AM	.50	.58	--	--	NO
	PM	.61	.63	--	--	
Rice Ave & Channel Islands Blvd	AM	.42	.41	--	--	NO
	PM	.66	.67	--	--	
SR-1/Rice NB & Pleasant Valley Rd	AM	.46	.47	--	--	NO
	PM	.74	.74	.00	NO	
Rice Ave & Hueneme Rd	AM	.31	.34	--	--	NO
	PM	.51	.51	--	--	
Del Norte Blvd & Camino Del Sol	AM	.29	.28	--	--	NO
	PM	.43	.38	--	--	
Del Norte Blvd & Fifth St	AM	.48	.45	--	--	NO
	PM	.67	.66	--	--	
Caltrans Intersections	Peak Hour	2010 HCM	2010+Phase 1 HCM	Delay Change	Project Impact	Improvements Needed
Vineyard Ave & Ventura Fwy NB Ramps	AM	9.7 sec	10.2 sec	--	--	NO
	PM	12.8 sec	12.8 sec	--	--	
Vineyard Ave & Ventura Fwy SB Ramps	AM	7.6 sec	7.6 sec	--	--	NO
	PM	7.5 sec	7.9 sec	--	--	

Del Norte Blvd & Ventura Fwy NB Ramps*	AM	27.7 sec	58.3 sec	+ 30.6 sec	YES	YES
	PM	23.1 sec	81.7 sec	+ 58.6 sec	YES	
Del Norte Blvd & Ventura Fwy SB Ramps*	AM	75.6 sec	198.8 sec	+123.2 sec	YES	YES
	PM	214.8 sec	354.0 sec	+ 139.2 sec	YES	
*All Way Stop Sign Control Source: Austin-Foust Associates, Inc., 2010.						

**Table IV.I-10
Phase 1 (2010) Improvement Measures**

INTERSECTION	IMPROVEMENTS	Year 2010 No Project		Year 2010 W/Phase 1 (Mitigation)																						
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR																					
		ICU/HCM	ICU/HCM	ICU/HCM	ICU/HCM																					
SIGNIFICANT PROJECT IMPACT MITIGATION INTERSECTIONS																										
Rose Ave & Gonzales Rd	Incorporate 4 th westbound thru lane	.61	.84	.65	.79																					
Rose Ave & Camino Del Sol	Incorporate 3 rd northbound thru lane by removing existing northbound right-turn lane	.72	.74	.69	.72																					
Rice Ave & Fifth St	Incorporate 3 rd southbound thru lane by removing existing southbound right-turn lane	.59	.79	.63	.71																					
Del Norte Blvd & Ventura Fwy NB Ramps*	Signalization	27.7 sec*	23.1 sec*	19.4 sec	19.5 sec																					
Del Norte Blvd & Ventura Fwy SB Ramps*	Signalization Add northbound right turn lane	75.6 sec*	214.8 sec*	13.9 sec	5.3 sec																					
<div>sec = seconds of delay</div> <div>*All Way Stop Sign Control</div> <div>Bold items identify situations that perform at an unacceptable LOS.</div> <div><div>Level of service ranges:</div><table><tr><td><u>ICU</u></td><td><u>Signalized</u></td><td><u>Stop Sign Controlled</u></td></tr><tr><td>.00 - .60 A</td><td>0.0 – 10.0 sec A</td><td>0.0 – 10.0 sec A</td></tr><tr><td>.61 - .70 B</td><td>10.1 – 20.0 sec B</td><td>10.01 – 15.0 sec B</td></tr><tr><td>.71 - .80 C</td><td>20.1 – 35.0 sec C</td><td>15.01 – 25.0 sec C</td></tr><tr><td>.81 - .90 D</td><td>35.1 – 55.0 sec D</td><td>25.01 – 35.0 sec D</td></tr><tr><td>.91 – 1.00 E</td><td>55.1 – 80.0 sec E</td><td>35.01 – 50.0 sec E</td></tr><tr><td>Above 1.00 F</td><td>Above 80.01 sec F</td><td>Above 50.01 sec F</td></tr></table></div> <div>Source: Austin-Foust Associates, Inc., 2010.</div>						<u>ICU</u>	<u>Signalized</u>	<u>Stop Sign Controlled</u>	.00 - .60 A	0.0 – 10.0 sec A	0.0 – 10.0 sec A	.61 - .70 B	10.1 – 20.0 sec B	10.01 – 15.0 sec B	.71 - .80 C	20.1 – 35.0 sec C	15.01 – 25.0 sec C	.81 - .90 D	35.1 – 55.0 sec D	25.01 – 35.0 sec D	.91 – 1.00 E	55.1 – 80.0 sec E	35.01 – 50.0 sec E	Above 1.00 F	Above 80.01 sec F	Above 50.01 sec F
<u>ICU</u>	<u>Signalized</u>	<u>Stop Sign Controlled</u>																								
.00 - .60 A	0.0 – 10.0 sec A	0.0 – 10.0 sec A																								
.61 - .70 B	10.1 – 20.0 sec B	10.01 – 15.0 sec B																								
.71 - .80 C	20.1 – 35.0 sec C	15.01 – 25.0 sec C																								
.81 - .90 D	35.1 – 55.0 sec D	25.01 – 35.0 sec D																								
.91 – 1.00 E	55.1 – 80.0 sec E	35.01 – 50.0 sec E																								
Above 1.00 F	Above 80.01 sec F	Above 50.01 sec F																								

FIGURE IV.I-11. Phase 1 (Year 2010) Required Mitigation Improvements

(Figure 4-11 of the EIR Traffic Study)

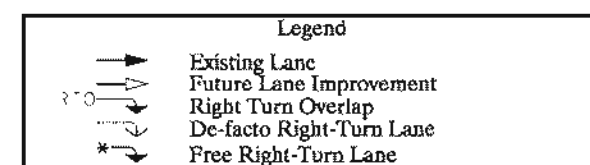
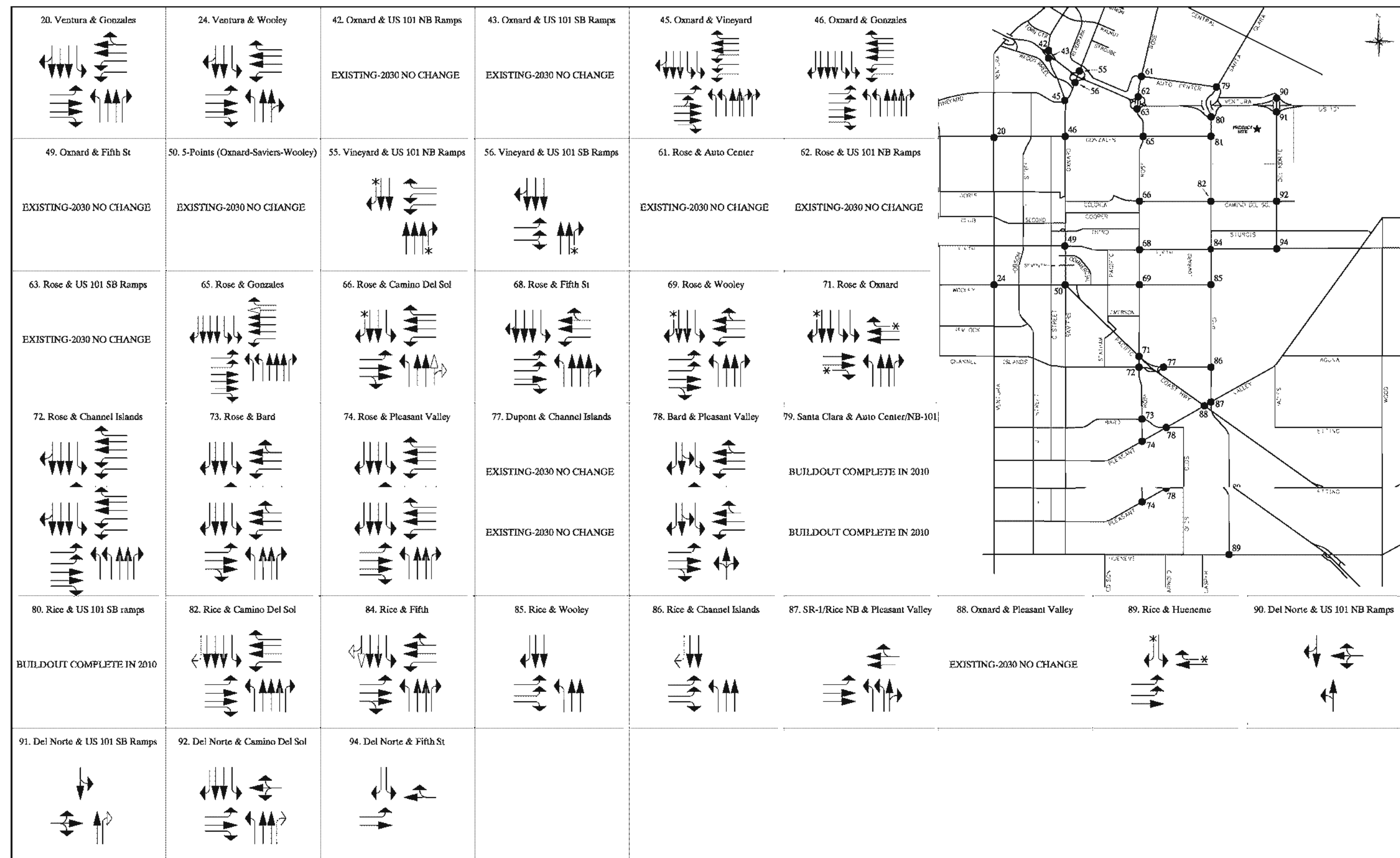


Figure 4-11
PHASE 1 (YEAR 2010)
REQUIRED MITIGATION/IMPROVEMENTS

Phase 2 Completion (2015) With Existing Lanes plus Phase 1 Mitigation

The Phase 2 completion of the Sakioka Farms Project is planned for the end of 2015. To evaluate the need for City roadway improvements, an impact analysis was completed for Phase 2 (Year 2015) with and without the Project at the same intersection locations. For year 2015, the lane configurations shown in Figure IV.I-11 are assumed at the selected locations.

Shown in Table IV.I-11 is the opening year Phase 2 impact analysis comparing year 2015 with and without Project conditions. Future roadway improvements throughout the City required in Phase 2 (Year 2015) of development include nine Project area intersections. The Project significantly impacts eight intersections where mitigation will be required. The Project does not create a significant impact at Oxnard Boulevard and Vineyard Avenue intersection, but it operates at an unacceptable LOS and will need improvements. The necessary improvements required to mitigate the Projects impact and/or improve deficient intersection location are covered in Table IV.I-12 and Figure IV.I-12.

As shown in Table IV.I-12 and Figure IV.I-12, at the locations of Oxnard Boulevard and Gonzales Road, Rice Avenue and Channel Islands Boulevard (County), Del Norte Boulevard and the Ventura Freeway Northbound Ramps, and Del Norte Boulevard and Ventura Freeway Southbound Ramps, full 2030 OTM buildout lane configurations are achieved with the required Project mitigation. The required Project mitigation shall be constructed during or prior to the phased development in each particular planning area. For all non-Project impact intersection improvements, the Project shall be responsible for fair-share cost of the construction, which will be paid through the Project's participation in the City's Circulation System Improvement Fee Program and/or the equivalent County program.

Table IV.I-11
Phase 2 Project Impact Analysis

City Intersections	Peak Hour	2015 ICU	2015+Phase 2 ICU	V/C Change	Project Impact	Improvements Needed
Ventura Rd at Gonzales Rd	AM	.52	.53	--	--	NO
	PM	.72	.71	- .01	NO	
Ventura Rd & Wooley Rd	AM	.73	.75	+ .02	YES	YES
	PM	.90	.91	+ .01	NO	
Oxnard Blvd & Vineyard Ave	AM	.61	.66	--	--	YES
	PM	.84	.85	+ .01	NO	
Oxnard Blvd & Gonzales Rd	AM	.65	.69	--	--	YES
	PM	.77	.81	+ .04	YES	
Rose Ave & Gonzales Rd	AM	.57	.69	--	--	YES
	PM	.80	.82	+ .02	YES	
Rose Ave & Camino Del Sol	AM	.76	.76	+ .00	NO	NO
	PM	.78	.78	+ .00	NO	
Rose Ave & Fifth St	AM	.74	.78	+ .04	YES	YES
	PM	.79	.82	+ .03	YES	
Rose Ave & Wooley Rd	AM	.57	.57	--	--	NO
	PM	.73	.72	- .01	NO	
Rose Ave & Oxnard Blvd	AM	.44	.44	--	--	NO
	PM	.69	.70	--	--	

City Intersections	Peak Hour	2015 ICU	2015+Phase 2 ICU	V/C Change	Project Impact	Improvements Needed
Rose Ave & Channel Islands Blvd	AM	.56	.57	--	--	NO
	PM	.62	.64	--	--	
Rose Ave & Bard Rd	AM	.61	.62	--	--	NO
	PM	.55	.57	--	--	
Rose Ave & Pleasant Valley Rd	AM	.56	.55	--	--	NO
	PM	.62	.62	--	--	
Bard Rd & Pleasant Valley Rd	AM	.45	.46	--	--	NO
	PM	.56	.56	--	--	
Rice Ave & Camino Del Sol	AM	.50	.61	--	--	NO
	PM	.66	.65	--	--	
Rice Ave & Fifth St (Year 2030 #121/122)	AM	.75	.83	+ .08	YES	YES
	PM	.83	.86	+ .03	YES	
Rice Ave & Wooley Rd	AM	.54	.71	--	--	NO
	PM	.67	.73	--	--	
Rice Ave & Channel Islands Blvd	AM	.46	.45	--	--	YES
	PM	.71	.73	+ .02	YES	
SR-1/Rice NB & Pleasant Valley Rd	AM	.50	.52	--	--	NO
	PM	.76	.76	+ .00	NO	
Rice Ave & Hueneme Rd	AM	.37	.42	--	--	NO
	PM	.57	.55	--	--	
Del Norte Blvd & Camino Del Sol	AM	.32	.31	--	--	NO
	PM	.48	.37	--	--	
Del Norte Blvd & Fifth St	AM	.51	.52	--	--	NO
	PM	.78	.78	+ .00	NO	
Caltrans Intersections	Peak Hour	2015 HCM	2015+Phase 2 HCM	Delay Change	Project Impact	Improvements Needed
Vineyard Ave & Ventura Fwy NB Ramps	AM	9.8 sec	11.0 sec	--	--	NO
	PM	14.8 sec	13.2 sec	--	--	
Vineyard Ave & Ventura Fwy SB Ramps	AM	7.5 sec	7.7 sec	--	--	NO
	PM	7.3 sec	7.5 sec	--	--	
Del Norte Blvd & Ventura Fwy NB Ramps	AM	20.5 sec	21.1 sec	+ 0.6 sec	NO	YES
	PM	16.5 sec	70.7 sec	+ 54.2 sec	YES	
Del Norte Blvd & Ventura Fwy SB Ramps	AM	13.5 sec	66.0 sec	+ 52.5 sec	YES	YES
	PM	4.8 sec	8.2 sec	--	--	
Source: Austin-Foust Associates, Inc., 2010.						

**Table IV.I-12
Phase 2 (2015) Improvement Measures**

INTERSECTION	IMPROVEMENTS	Year 2015 No Project		Year 2015 W/Phase 2 (Mitigation)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
		ICU/HCM	ICU/HCM	ICU/HCM	ICU/HCM
SIGNIFICANT PROJECT IMPACT MITIGATION INTERSECTIONS					
Ventura Rd & Wooley Rd	Incorporate 3 rd northbound & southbound thru lanes	.73	.90	.64	.79
Oxnard Blvd & Gonzales Rd	Incorporate 3 rd eastbound thru lane-Full Buildout Reached	.65	.77	.59	.72
Rose Ave & Gonzales Rd	Incorporate 4 th southbound thru lane	.69	.82	.69	.75
Rose Ave & Fifth St	Incorporate 2 nd eastbound thru lane	.74	.79	.61	.71
Rice Ave & Fifth St	Incorporate 2 nd westbound left turn lane	.75	.83	.76	.73
Rice Ave & Channel Islands Blvd	Change southbound defacto right-turn lane to a free right-turn lane-Full Buildout Reached	.46	.71	.45	.51
Del Norte Blvd & Ventura Fwy NB Ramps	Construct remainder of Interchange Improvements-Full Buildout Reached	20.5 sec	16.5 sec	12.4 sec	11.4 sec
Del Norte Blvd & Ventura Fwy SB Ramps	Construct remainder of Interchange Improvements-Full Buildout Reached	13.5 sec	4.8 sec	1.8 sec	3.3 sec
NO SIGNIFICANT PROJECT IMPACT INTERSECTIONS-IMPROVEMENTS NEEDED					
Oxnard Blvd & Vineyard Ave	Incorporate 3 rd northbound thru lane	.61	.84	.61	.80
sec = seconds of delay Bold items identify situations that perform at an unacceptable LOS.					
Level of service ranges:					
ICU		Signalized			
.00 - .60 A		0.0 – 10.0 sec A			
.61 - .70 B		10.1 – 20.0 sec B			
.71 - .80 C		20.1 – 35.0 sec C			
.81 - .90 D		35.1 – 55.0 sec D			
.91 - 1.00 E		55.1 – 80.0 sec E			
Above 1.00 F					
Source: Austin-Foust Associates, Inc., 2010.					

FIGURE IV.I-12. Phase 2 (Year 2015) Required Mitigation Improvements

Figure 4-12 from EIR Traffic Study

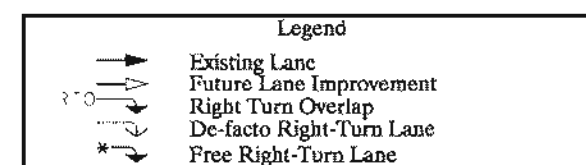
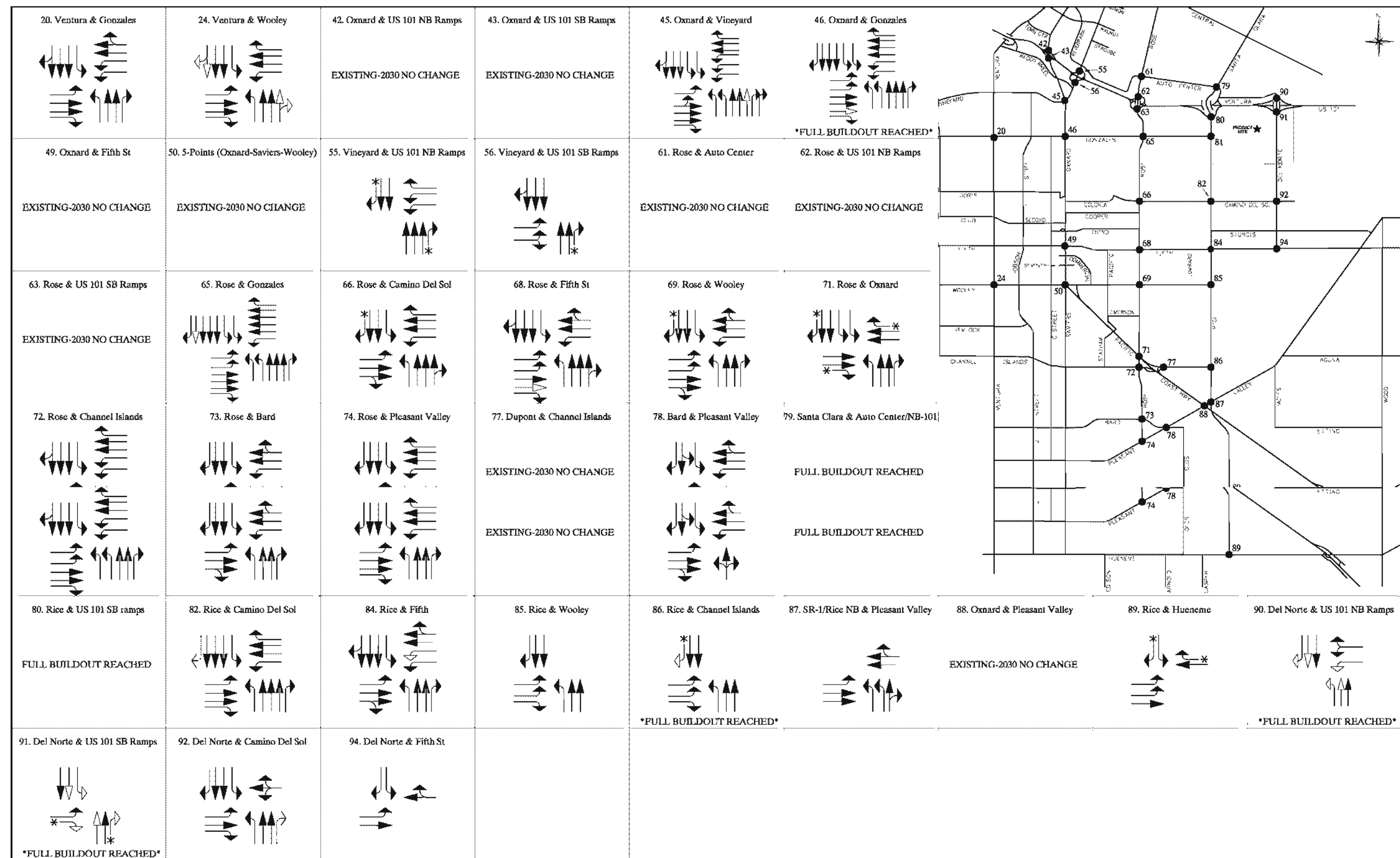


Figure 4-12

PHASE 2 (YEAR 2015)

REQUIRED MITIGATION/IMPROVEMENTS

Phase 3 Completion (2020) With Existing Lanes plus Phase 1&2 Mitigation

The Phase 3 completion of the Sakioka Farms Project is planned for the end of 2020. To evaluate the need of what/any 2030 OTM buildout City roadway improvements are needed, an impact analysis was completed for Phase 3 (Year 2020) with and without the Project. For year 2020, the lane configurations shown in Figure IV.I-12 are assumed at the remaining intersection locations.

Shown in Table IV.I-13 is the Phase 3 impact analysis comparing year 2020 with and without Project conditions. Future roadway improvements outside the Project Area required in Phase 3 (Year 2020) of development include eight Project area intersections. The Project significantly impacts five intersections where mitigation will be required. The Project does not significantly impact the intersections of Ventura Avenue and Wooley Road, Rose Avenue and Camino Del Sol, and Del Norte Boulevard and Fifth Street, but these locations perform at unacceptable LOS and will need improvements. The necessary improvements required to mitigate the Projects impact and/or improve deficient intersection locations are covered in Table IV.I-14 and Figure IV.I-13.

As shown in Table IV.I-14 and Figure IV.I-13, at the locations of Oxnard Boulevard and Vineyard Avenue, Rose Avenue and Gonzales Road, Rice Avenue and Fifth Street (Bypass), and Rice Avenue and Wooley Road (County), full 2030 OTM buildout lane configurations are achieved with the required Project mitigation. The required Project mitigation shall be constructed during or prior to the phased development in each particular planning area. For all non-Project impact intersection improvements, the Project shall be responsible for fair-share cost of the construction, which will be paid through the Project's participation in the City's Circulation System Improvement Fee Program and or equivalent County program.

**Table IV.I-13
Phase 3 Project Impact Analysis**

City Intersections	Peak Hour	2020 ICU	2020+Phase 3 ICU	V/C Change	Project Impact	Improvements Needed
Ventura Rd at Gonzales Rd	AM	.59	.61	--	--	NO
	PM	.78	.79	- .01	NO	
Ventura Rd & Wooley Rd	AM	.69	.70	--	--	YES
	PM	.89	.90	+ .01	NO	
Oxnard Blvd & Vineyard Ave	AM	.56	.64	--	--	YES
	PM	.80	.83	+ .03	YES	
Rose Ave & Gonzales Rd	AM	.56	.75	--	--	YES
	PM	.72	.77	+ .05	YES	
Rose Ave & Camino Del Sol	AM	.82	.81	- .01	NO	YES
	PM	.84	.85	+ .01	NO	
Rose Ave & Fifth St	AM	.64	.65	--	--	YES
	PM	.75	.80	+ .05	YES	
Rose Ave & Wooley Rd	AM	.65	.64	--	--	NO
	PM	.80	.80	+ .00	NO	
Rose Ave & Oxnard Blvd	AM	.49	.49			NO
	PM	.73	.73	+ .00	NO	
Rose Ave & Channel Islands Blvd	AM	.59	.60	--	--	NO
	PM	.70	.73	--	--	
Rose Ave & Bard Rd	AM	.65	.70	--	--	NO
	PM	.67	.67	--	--	
Rose Ave & Pleasant Valley Rd	AM	.67	.66	--	--	NO
	PM	.72	.73	+ .01	NO	
Bard Rd & Pleasant Valley Rd	AM	.50	.51	--	--	NO
	PM	.56	.56	--	--	
Rice Ave & Camino Del Sol	AM	.56	.74	--	--	NO
	PM	.80	.72	- .08	NO	
Rice Ave & Fifth St (Year 2030 #121/122)	AM	.78	.91	+ .13	YES	YES
	PM	.82	.85	+ .03	YES	
Rice Ave & Wooley Rd	AM	.58	.83	+ .25	YES	YES
	PM	.75	.82	+ .07	YES	
SR-1/Rice NB & Pleasant Valley Rd	AM	.54	.58	--	--	NO
	PM	.79	.79	+ .00	NO	
Rice Ave & Hueneme Rd	AM	.41	.50	--	--	NO
	PM	.63	.61	--	--	
Del Norte Blvd & Camino Del Sol	AM	.34	.34	--	--	NO
	PM	.57	.38	--	--	
Del Norte Blvd & Fifth St	AM	.56	.61	--	--	YES
	PM	.91	.89	- .02	NO	
Caltrans Intersections	Peak Hour	2020 HCM	2020+Phase 3 HCM	Delay Change	Project Impact	Improvements Needed
Vineyard Ave & Ventura Fwy NB Ramps	AM	9.8 sec	11.3 sec	--	--	NO
	PM	14.6 sec	14.2 sec	--	--	
Vineyard Ave & Ventura Fwy SB Ramps	AM	7.9 sec	7.5 sec	--	--	NO
	PM	7.3 sec	7.3 sec	--	--	

Source: Austin-Foust Associates, Inc., 2010.

**Table IV.I-14
Phase 3 (2020) Improvement Measures**

INTERSECTION	IMPROVEMENTS	Year 2020 No Project		Year 2020 W/Phase 3 (Mitigation)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
		ICU/HCM	ICU/HCM	ICU/HCM	ICU/HCM
SIGNIFICANT PROJECT IMPACT MITIGATION INTERSECTIONS					
Oxnard Blvd & Vineyard Ave	Incorporate 4 th southbound thru lane-Full Buildout Reached	.56	.80	.61	.79
Rose Ave & Gonzales Rd	Incorporate 2 nd westbound left turn lane-Full Buildout Reached	.56	.72	.75	.77
Rose Ave & Fifth St	Incorporate 2 nd westbound left turn lane or fair share contribution to complete grade separation/bypass	.64	.75	.60	.77
Rice Ave & Fifth St (#121/122)	Complete grade separation/bypass (121 & 122)-Full Buildout Reached	.78	.82	.38	.43
		--	--	.31	.31
Rice Ave & Wooley Rd	Incorporate 3 rd northbound & southbound thru lanes – Full Buildout Reached	.58	.75	.64	.62
NO SIGNIFICANT PROJECT IMPACT INTERSECTIONS-IMPROVEMENTS NEEDED					
Ventura Rd & Wooley Rd	Incorporate 2 nd southbound left turn lane	.59	.78	.60	.78
Rose Ave & Camino Del Sol	Incorporate 2 nd eastbound & westbound left turn lanes	.82	.84	.76	.80
Del Norte Blvd & Fifth St	Incorporate 2 nd westbound thru lane	.56	.91	.49	.60
sec = seconds of delay					
Level of service ranges:					
ICU		Signalized			
.00 - .60 A		0.0 – 10.0 sec A			
.61 - .70 B		10.1 – 20.0 sec B			
.71 - .80 C		20.1 – 35.0 sec C			
.81 - .90 D		35.1 – 55.0 sec D			
.91 – 1.00 E		55.1 – 80.0 sec E			
Above 1.00 F					
Source: Austin-Foust Associates, Inc., 2010.					

FIGURE IV.I-13. Phase 3 (Year 2020) Required Mitigation Improvements

Figure 4-13 from EIR Traffic Study

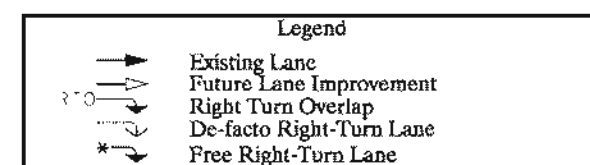
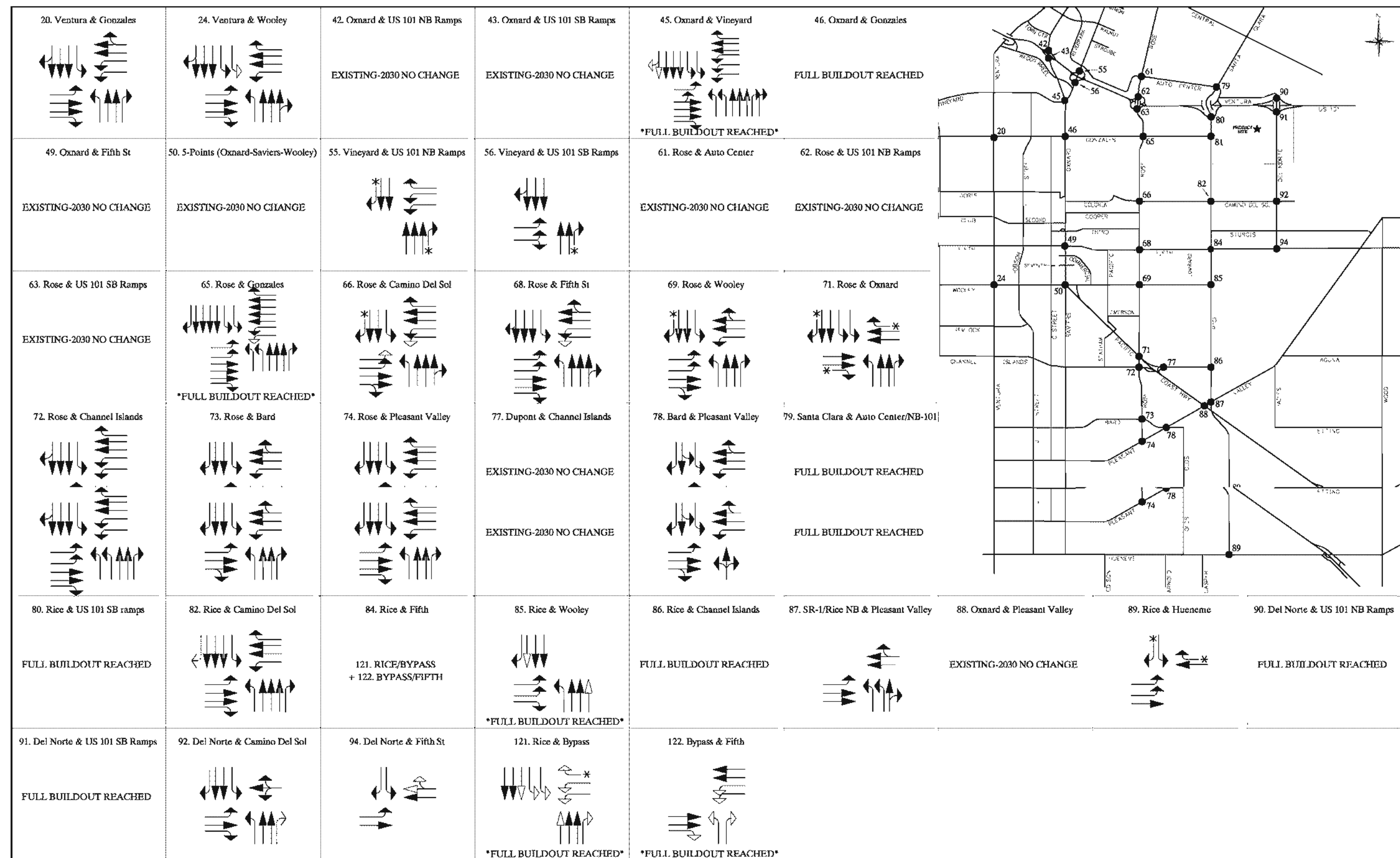


Figure 4-13

PHASE 3 (YEAR 2020)

REQUIRED MITIGATION/IMPROVEMENTS

Phase 4 Completion (2025) With Existing Lanes plus Phase 1, 2, & 3 Mitigation

The full buildout Phase 4 completion of the Sakioka Farms Project is planned for the end of 2025. To evaluate the need of what/any 2030 OTM buildout roadway improvements are needed, an impact analysis was completed for Phase 4 (Year 2025) with and without the Project. For year 2025, the lane configurations shown in Figure IV.I-13 are assumed at the remaining intersection locations.

Shown in Table IV.I-15 is the Phase 4 impact analysis comparing Year 2025 with and without Project conditions. Future roadway improvements required in Phase 4 (Year 2025) of development include 10 Project area intersections. The Project significantly impacts seven intersections where mitigations will be required. The Project does not significantly impact the intersections of Rose Avenue and Wooley Road, Rose Avenue and Pleasant Valley Road, and SR-1/Rice Avenue Northbound Ramp and Pleasant Valley Road, but these locations perform at unacceptable LOS and will need improvements. The necessary improvements required to mitigate the Project's impact and/or improve deficient intersection locations are covered in Table IV.I-16 and Figure IV.I-14. The required Project mitigation shall be constructed during or prior to the phased development in each particular planning area. For all non-Project impact intersection improvements, the Project shall be responsible for fair-share cost of the construction, which will be paid through the Project's participation in the City's Circulation System Improvement Fee Program.

**Table IV.I-15
Phase 4 Project Impact Analysis**

City Intersections	Peak Hour	2025 ICU	2025+Phase 4 ICU	V/C Change	Project Impact	Improvements Needed
Ventura Rd at Gonzales Rd	AM	.67	.70	--	--	YES
	PM	.85	.89	+ .04	YES	
Ventura Rd & Wooley Rd	AM	.63	.64	--	--	YES
	PM	.85	.87	+ .02	YES	
Rose Ave & Camino Del Sol	AM	.84	.84	+ .00	NO	YES
	PM	.82	.86	+ .04	YES	
Rose Ave & Fifth St	AM	.64	.66	--	--	YES
	PM	.77	.83	+ .06	YES	
Rose Ave & Wooley Rd	AM	.71	.72	+ .01	NO	YES
	PM	.86	.87	+ .01	NO	
Rose Ave & Oxnard Blvd	AM	.55	.53	--	--	NO
	PM	.77	.78	+ .01	NO	
Rose Ave & Channel Islands Blvd	AM	.66	.67	--	--	YES
	PM	.77	.80	+ .03	YES	
Rose Ave & Bard Rd	AM	.72	.76	+ .04	YES	YES
	PM	.77	.79	+ .02	YES	
Rose Ave & Pleasant Valley Rd	AM	.83	.80	- .03	NO	YES
	PM	.84	.84	+ .00	NO	
Bard Rd & Pleasant Valley Rd	AM	.52	.53	--	--	NO
	PM	.58	.58	--	--	
Rice Ave & Camino Del Sol	AM	.64	.85	+ .19	YES	YES
	PM	.95	.79	- 0.16	NO	
SR-1/Rice NB & Pleasant Valley Rd	AM	.57	.61	--	--	YES
	PM	.83	.82	- .01	NO	
Rice Ave & Hueneme Rd	AM	.48	.57	--	--	NO
	PM	.70	.66	--	--	
Del Norte Blvd & Camino Del Sol	AM	.37	.38	--	--	NO
	PM	.65	.38	--	--	
Del Norte Blvd & Fifth St	AM	.60	.52	--	--	NO
	PM	.66	.70	--	--	
Caltrans Intersections	Peak Hour	2025 HCM	2025+Phase 4 HCM	Delay Change	Project Impact	Improvements Needed
Vineyard Ave & Ventura Fwy NB Ramps	AM	10.1 sec	12.0 sec	--	--	NO
	PM	16.4 sec	15.8 sec	--	--	
Vineyard Ave & Ventura Fwy SB Ramps	AM	8.9 sec	8.8 sec	--	--	NO
	PM	7.4 sec	7.4 sec	--	--	
Source: Austin-Foust Associates, Inc., 2010.						

**Table IV.I-16
Phase 4 (2025) Improvement Measures**

INTERSECTION	IMPROVEMENTS	Year 2025 No Project		Year 2025 W/Phase 4 (Mitigation)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
		ICU/HCM	ICU/HCM	ICU/HCM	ICU/HCM
SIGNIFICANT PROJECT IMPACT MITIGATION INTERSECTIONS					
Ventura Rd at Gonzales Rd	Incorporate 2 nd northbound left turn lane Incorporate 3 rd northbound thru lane	.67	.85	.60	.78
Ventura Rd & Wooley Rd	Incorporate 3 rd eastbound & westbound thru lanes	.63	.85	.60	.79
Rose Ave & Camino Del Sol	Remove southbound free right & Incorporate 3rd - southbound thru lane Incorporate eastbound right turn lane	.84	.82	.76	.73
Rose Ave & Fifth St	Incorporate southbound right turn lane or fair share contribution to complete grade separation/bypass	.64	.77	.66	.78
Rose Ave & Channel Islands Blvd	Incorporate 3 rd northbound thru lane	.66	.77	.67	.77
Rose Ave & Bard Rd	Incorporate 3 rd northbound & southbound thru lanes by removing existing northbound & southbound right-turn lanes	.72	.77	.64	.68
Rice Ave & Camino Del Sol	Incorporate 2 nd eastbound left turn lane	.64	.95	.71	.69
NO SIGNIFICANT PROJECT IMPACT INTERSECTIONS-IMPROVEMENTS NEEDED					
Rose Ave & Wooley Rd	Incorporate 3 rd southbound thru lane	.71	.86	.66	.70
Rose Ave & Pleasant Valley Rd	Incorporate 3 rd northbound & southbound thru lanes by removing existing northbound & southbound right-turn lanes	.83	.84	.72	.79
SR-1/Rice NB & Pleasant Valley Rd	Incorporate westbound right turn lane	.57	.83	.57	.74
sec = seconds of delay Source: Austin-Foust Associates, Inc., 2010.					

FIGURE IV.I-14. Phase 4 (Year 2025) Required Mitigation Improvements

Figure 4-14 from the EIR Traffic Study

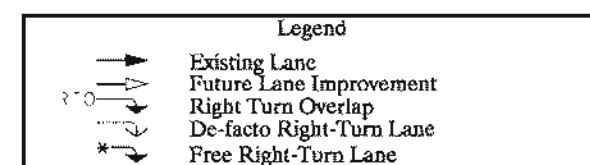
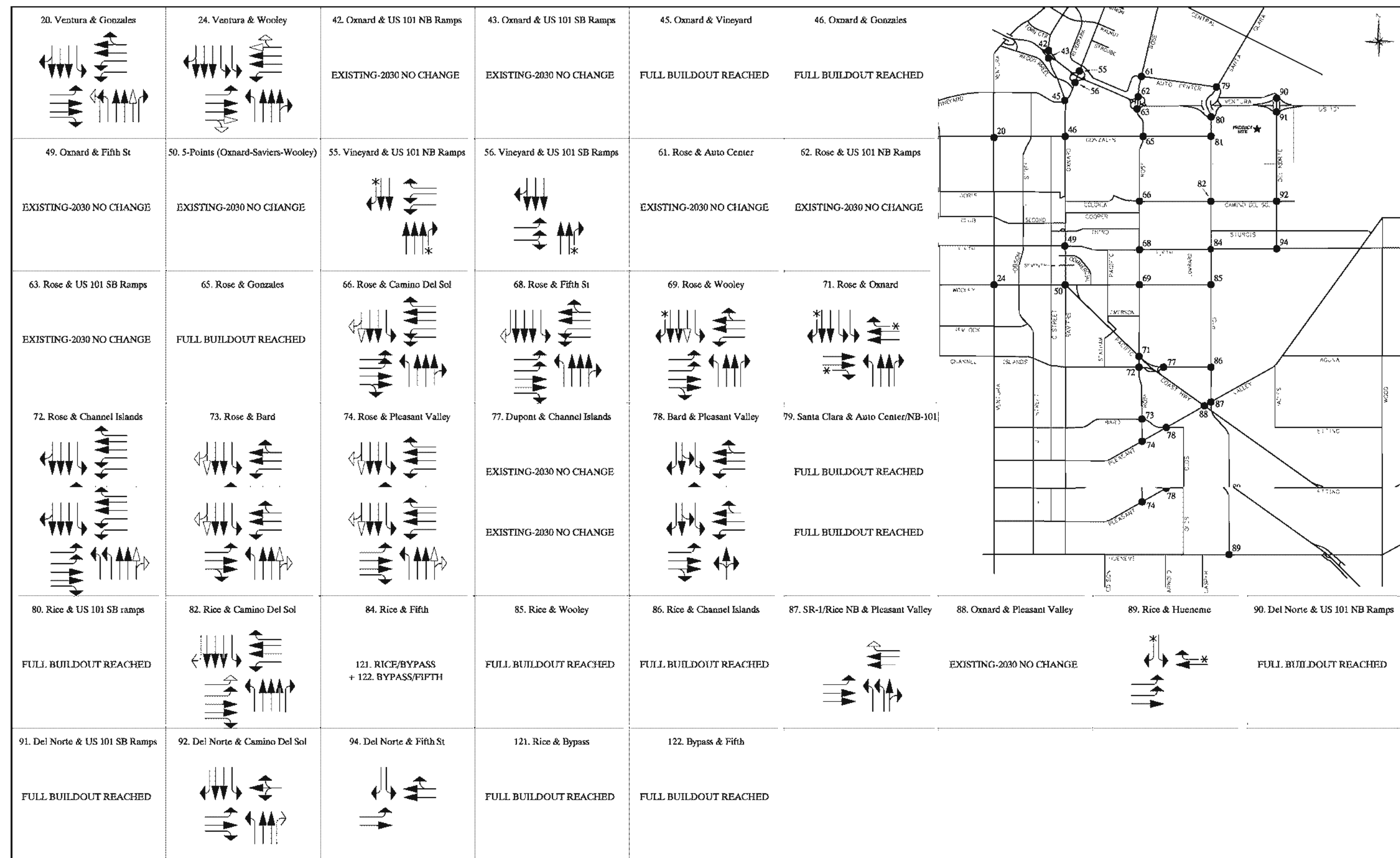


Figure 4-14
PHASE 4 (YEAR 2025)
REQUIRED MITIGATION/IMPROVEMENTS

Year 2030 Mitigation

After implementation of all anticipated future improvements in the 2030 General Plan, four intersections³ would continue to operate below LOS “C” because of high costs of physical improvements and/or potential displacement of residences and businesses. They are:

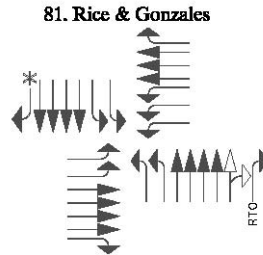
- Oxnard Boulevard & Vineyard Avenue (PM LOS “D”)
- Oxnard Boulevard & Gonzales Road (PM LOS “D”)
- Five Points (Oxnard-Saviers-Wooley) (AM/PM LOS “F”)
- Rose Avenue & Gonzales Road (PM LOS “D”)

The Rice Avenue and Gonzales Road intersection is possibly a fifth intersection to operate below LOS C (with City Council approval) unless the following mitigations are completed:

LOS “C” for Rice Avenue / Gonzales Road Intersection

The intersection of Rice Avenue / Gonzales Road in 2030 OTM buildout conditions is forecast to operate at unacceptable LOS “D” in the AM and PM peak hours. With the addition of a northbound thru-right turn lane, the intersection could be mitigated back to an acceptable LOS “C” as shown below (see Traffic Study, Appendix B for Mitigation ICU calculation sheets).

Table IV.I-17
Rice Avenue and Gonzales Road Improvements

INTERSECTION	IMPROVEMENTS	OTM YEAR 2030 (Mitigation)			
		AM PEAK HOUR		PM PEAK HOUR	
		ICU	LOS	ICU	LOS
81. Rice & Gonzales 	Add a northbound thru-right turn lane	.78	C	.79	C
Source: Austin-Foust Associates, Inc., 2010.					

³ The intersection of Wooley Road & C Street is the fifth excepted below LOS C intersection in the 2030 General Plan.

This mitigation improvement would not require the alteration of Rice Avenue at SB Ventura Freeway Ramps, the northbound down-stream signal, as its 2030 design can accommodate the five upstream northbound thru lanes. Though the Project would be required to pay a fair share cost of this mitigation, the additional land needed for this improvement south of Gonzales Road will need to come from the Sakioka Farms property.

The alternative is for City Council to allow Rice Avenue / Gonzales Road intersection to operate below LOS "C". The City has initiated Intelligent Transportation Systems (ITS) strategies to improve levels of service. The ICU methodology used to calculate the LOS does not credit or take into account the City's ITS Master Plan, which similar ITS programs such as the Automated Traffic Surveillance and Control system used in the City of Los Angeles, have shown improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994). The Rice Avenue / Gonzales Road intersection, as well as the other deficient intersection locations listed above, will be part of this ITS program, which will allow the City to more efficiently and effectively manage the future transportation network and monitor these locations to improve performance without the need for expansive and costly additional physical improvements.

If the Rice Avenue / Gonzales Road intersection is mitigated to LOS C, Sakioka Farms shall only be responsible for fair-share cost of the construction. Calculation of the Project's fair-share responsibility is shown in Table IV.I-18 and was determined using peak hour volumes and Caltrans method of calculating Equitable Share Responsibility.

Table IV.I-18
Year 2030 Mitigation- Fair-Share Responsibility

Intersection		OTM 2030 Volume (VPH)	Existing Volume (VPH)	Growth (VPH)	Project Volume (VPH)	Project Fair- Share % (Project/Growth)
Rice Ave / Gonzales Rd	AM	9,410	3,500	5,910	3,669	62%
	PM	9,780	4,168	5,612	3,827	68%
<i>Source: Austin-Foust Associates, Inc., 2010.</i>						

Based on the worst case PM peak hour volume, the Project's fair-share percentage responsibility for the Rice Avenue / Gonzales Road intersection would be 68%.

Freeway and Roadway Capacity

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

As shown, the Ventura Freeway currently has one deficient segment in the vicinity of the Project site. This is the portion south of the Project site (Camarillo, JCT. RTE. 34, Lewis Road Interchange) in the southbound direction. The addition of the phase 1 Project traffic would not create a significant impact. Full build out would create a significant impact in both northbound and southbound directions. The addition of a fourth travel lane at both locations would be needed to mitigate the Project's impact on the Ventura Freeway.

Change in Air Traffic Patterns

The Project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for Camarillo Airport or Oxnard Airport. Therefore, no impact would occur.

Project Site Access and Internal Circulation

Vehicular, pedestrian, and bicycle access to the Project site would continue to be provided from Rice Avenue and Del Norte Road. Internal access to the Project would require an extension of Gonzales Road into and through the Project site. A second west to east major arterial is proposed approximately 1,200 feet to the south of the Gonzales Road extension. This arterial, which intersects Rice Avenue and Del Norte Boulevard, is critical to relieving traffic demand at the Gonzales Road intersections, though it is uncertain whether both locations would have full ingress and egress movements. All roadways would be designed to meet or exceed the standards of the Oxnard Public Works Department and the vehicles traveling to and from the site would not cause any conflicts with the properties to the south, east, and west of the site. Therefore, the Project would not increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

Table IV.I-19
Ventura Freeway Roadway Segments Volume-to-Capacity LOS Summary

Roadway Segment	Direction	No. of lanes	Lane Design Capacity	Facility Capacity	AM Peak Hour			PM Peak Hour		
					PCE Volume	V/C	LOS	PCE Volume	V/C	LOS
Existing Conditions										
South of Project Site (Camarillo, JCT. RTE. 34, Lewis Road Interchange)	NB	3	2,350	7,050	4,784	0.69	B	5,371	0.76	C
	SB	3	2,350	7,050	5,799	0.82	D	4,075	0.58	A
North of Project Site (Ventura, Victoria Avenue Interchange)	NB	3	2,350	7,050	5,002	0.71	C	5,063	0.72	C
	SB	3	2,350	7,050	4,587	0.65	B	4,453	0.63	B
Existing-Plus-Project – Phase 1										
South of Project Site (Camarillo, JCT. RTE. 34, Lewis Road Interchange)	NB	3	2,350	7,050	5,064	0.72	C	5,440	0.77	C
	SB	3	2,350	7,050	5,881	0.83	D	4,298	0.61	B
North of Project Site (Ventura, Victoria Avenue Interchange)	NB	3	2,350	7,050	5,070	0.72	C	5,370	0.76	C
	SB	3	2,350	7,050	4,997	0.71	C	4,514	0.64	B
Existing-Plus-Project – Full Specific Plan Buildout										
South of Project Site (Camarillo, JCT. RTE. 34, Lewis Road Interchange)	NB	3	2,350	7,050	5,925	0.84	D	5,653	0.77	C
	SB	3	2,350	7,050	6,134	0.87	D	4,984	0.71	C
North of Project Site (Ventura, Victoria Avenue Interchange)	NB	3	2,350	7,050	5,281	0.75	C	6,316	0.90	D
	SB	3	2,350	7,050	5,803	0.82	E	4,704	0.67	B
<i>Notes:</i> <i>Bold items identify situations that perform at an unacceptable LOS.</i>										
<i>Source: Austin-Foust Associates, Inc., 2008.</i>										

Emergency vehicles would also have access to the Project site via any of the proposed access points and the roadways would meet the minimum standards required by the Oxnard Fire Department. Therefore, the Project would not result in inadequate emergency access.

Parking

Off-street parking facilities for motor vehicles and bicycles would be provided for all new buildings or any change in existing building that would result in additional parking spaces being required. The actual number of parking spaces is not known at this time under the proposed Specific Plan, but would be determined by the City at the time that each building is developed within the Project site. The City requires that the number of parking spaces meet or exceed City standards for the new or modified buildings. Therefore, the Project would comply with City parking requirements and any parking-related impacts would be less than significant.

Alternative Transportation

Bicycle lanes would be located within the public right-of-way for Gonzales Road consistent with the Oxnard Bicycle Facilities Master Plan. Also, a Transportation Demand Management (TDM) plan would be prepared for the business park and all businesses located within the park would be required to participate in the TDM plan. Therefore, the Project would be consistent with adopted policies, plans, or programs supporting alternative transportation.

It is assumed that Gold Coast Transit service would continue to be provided in the vicinity of the Project site, and that development of the Project could encourage Gold Coast Transit to increase its service to this area.

MITIGATION MEASURES

The following mitigation measures are required to maintain all study intersections to LOS C or better under the Phased 2030-plus-Project scenario, except those specifically excepted by the City Council to operate below LOS C. All required mitigations shall be constructed during or prior to the phased development in each particular planning area, unless modified by the Oxnard City Traffic Engineer in conjunction with a subsequent traffic study and/or analysis as part of a subsequent planning or entitlement review that finds the mitigation should be modified or does not need to be fully developed in order to maintain LOS C at applicable study intersections. For off-site (i.e. non-Project) impacted intersection improvements, the Project shall be responsible for a fair-share cost of the mitigation which, unless specifically excepted herein, is satisfied by payment of applicable City and County traffic impact fees. However, the Project may be required to complete an on- or off-site mitigation and be reimbursed over an appropriate time period for the non-Project portion per City policy and/or receive traffic fee credits that may be used by subsequent developments within the Project in order to maintain LOS C operation and ensure public safety.

Phase 1 (2010)

- I-1 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth westbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.
- I-2 Rose Avenue & Camino Del Sol: The Project developer shall implement improvements to the Rose Avenue & Camino Del Sol intersection that adds a third northbound thru lane by removing the existing northbound right-turn lane.
- I-3 Rice Avenue & Fifth Street: The Project developer shall implement improvements to the Rice Avenue & Fifth Street intersection that adds a third southbound thru lane by removing the existing southbound right turn lane.
- I-4 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall provide signalization.
- I-5 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall pay a fair share cost toward implementing improvements to signalize and add a northbound right turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.

Phase 2 (2015)

- I-6 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane which will mitigate both Project and cumulative (2010 no Project) impacts.
- I-7 Oxnard Boulevard & Gonzales Road: The Project developer shall support improvements to the Oxnard Boulevard & Gonzales Road intersection that adds a third eastbound thru lane.
- I-8 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a fourth southbound thru lane.
- I-9 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a second eastbound thru lane.
- I-10 Rice Avenue & Fifth Street: The Project developer shall pay a fair share cost toward implementing improvements to the Rice Avenue & Fifth Street intersection that adds a second westbound left turn lane which will mitigate both Project and cumulative (2010 no Project) impacts.
- I-11 Rice Avenue & Channel Islands Boulevard: The Project developer shall implement improvements to the Rice Avenue & Channel Islands Boulevard intersection that changes the southbound defacto right turn lane to a free right turn lane.

- I-12 Del Norte Boulevard & Ventura Freeway NB Ramps: The Project developer shall implement improvements to the Del Norte Boulevard & Ventura Freeway NB Ramps intersection that adds a second northbound thru lane, adds a separate northbound left turn lane, adds a second southbound thru lane, adds a separate southbound right turn lane, and adds a separate westbound left turn lane.
- I-13 Del Norte Boulevard & Ventura Freeway SB Ramps: The Project developer shall implement improvements to the Del Norte Boulevard & Ventura Freeway SB Ramps intersection that adds a second northbound thru lane, adds a separate northbound free-right turn lane, adds a second southbound thru lane, adds a separate southbound left turn lane, and adds a separate eastbound left turn lane.
- I-14 Oxnard Boulevard & Vineyard Avenue: The Project developer shall pay a fair share cost toward implementing improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a third northbound thru lane.

Phase 3 (2020)

- I-15 Oxnard Boulevard & Vineyard Avenue: The Project developer shall implement improvements to the Oxnard Boulevard & Vineyard Avenue intersection that adds a fourth southbound thru lane.
- I-16 Rose Avenue & Gonzales Road: The Project developer shall implement improvements to the Rose Avenue & Gonzales Road intersection that adds a second westbound left turn lane.
- I-17 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a second westbound left turn lane.
- I-18 Rice Avenue & Fifth Street: The Project developer shall pay a fair share cost toward implementing improvements to the Rice Avenue & Fifth Street intersection that completes the grade separation / bypass which will mitigate both Project and cumulative (2020 no Project) impacts.
- I-19 Rice Avenue & Wooley Road: The Project developer shall implement improvements to the Rice Avenue & Wooley Road intersection that adds a third northbound thru lane and a third southbound thru lane.
- I-20 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a second southbound left lane.
- I-21 Rose Avenue & Camino Del Sol: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that adds a second eastbound left lane and a second westbound left lane.

- I-22 Del Norte Boulevard & Fifth Street: The Project developer shall pay a fair share cost toward implementing improvements to the Del Norte Boulevard & Fifth Street intersection that adds a second westbound thru lane.

Phase 4 (2025)

- I-23 Ventura Road & Gonzales Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Gonzales Road intersection that adds a second northbound left turn lane and a third northbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.
- I-24 Ventura Road & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Ventura Road & Wooley Road intersection that adds a third eastbound thru lane and a third westbound thru lane which will mitigate both Project and cumulative (2025 no Project) impacts.
- I-25 Rose Avenue & Camino Del Sol: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Camino Del Sol intersection that removes the southbound free right turn lane, adds a third southbound thru lane and adds an eastbound right turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.
- I-26 Rose Avenue & Fifth Street: The Project developer shall implement improvements to the Rose Avenue & Fifth Street intersection that adds a southbound right turn lane or contribute fair share towards grade separation.
- I-27 Rose Avenue & Channel Islands Boulevard: The Project developer shall implement improvements to the Rose Avenue & Channel Islands Boulevard intersection that adds a third northbound thru lane.
- I-28 Rose Avenue & Bard Road: The Project developer shall implement improvements to the Rose Avenue & Bard Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing the existing northbound and southbound right turn lanes.
- I-29 Rice Avenue & Camino Del Sol: The Project developer shall pay a fair share cost toward implementing improvements to the Rice Avenue & Camino Del Sol intersection that adds a second eastbound left turn lane which will mitigate both Project and cumulative (2025 no Project) impacts.
- I-30 Rose Avenue & Wooley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Wooley Road intersection that adds a third southbound thru lane.
- I-31 Rose Avenue & Pleasant Valley Road: The Project developer shall pay a fair share cost toward implementing improvements to the Rose Avenue & Pleasant Valley Road intersection that adds a third northbound thru lane and a third southbound thru lane by removing existing northbound and southbound right turn lanes.

- I-32 SR-1/Rice NB & & Pleasant Valley Road: The Project developer shall pay a fair share cost toward implementing improvements to the SR-1/Rice NB & & Pleasant Valley Road intersection that adds a westbound right turn lane.

Year 2030

- I-33a Rice Avenue & Gonzales Road: The Project developer shall pay a fair share cost and provide additional land to accommodate improvements to the Rice Avenue & Gonzales Road intersection that adds a northbound thru lane.

- OR -

- I-33b The City Council shall make an exception to allow Rice Avenue & Gonzales Road intersection to operate below LOS “C”. The City has initiated the Intelligent Transportation Systems (ITS) Master Plan project as a tool to strategically deploy ITS strategies to improve mobility and safety to the traveling public within the Oxnard region. The methodology used to calculate the LOS does not credit or take into account the City’s ITS Master Plan, which similar ITS programs such as the Automated Traffic Surveillance and Control system used in the City of Los Angeles, have shown improved travel time and speed by 12%-16% and decreased delay by 32%-44% (ATSAC evaluation study, 1994).

Ventura Freeway

- I-34 Camarillo, JCT. RTE. 34, Lewis Road Interchange: The Project developer shall pay a fair share cost toward implementing improvements which add a fourth travel lane in both northbound and southbound to mitigate the Projects impact on the Ventura Freeway.

CUMULATIVE IMPACTS

Cumulative development through 2030 has been planned for in the Oxnard Traffic Model. As discussed previously in this EIR section, with the implementation of mitigation measures I-1 through I-34, the cumulative impacts of the proposed Project to the study are would be reduced to a less than significant level.

2030 GENERAL PLAN

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City’s population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service ‘C’); and Noise. All other

environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of Transportation/Traffic impacts.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of mitigation measures I-1 through I-33, the impacts of the proposed Project to the study area would be reduced to a less than significant level. It should be noted that the addition of fourth northbound and southbound travel lanes along the Ventura Freeway would be needed to provide acceptable levels of service. The addition of these fourth lanes would require multiple land acquisitions and approval from other governmental agencies, which are beyond the authority of the City. However, with the implementation of mitigation measure I-34 the proposed Project's impact to the Ventura Freeway would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

J. AIR QUALITY

ENVIRONMENTAL SETTING

Air Quality Background

The City of Oxnard is located within the South Central Coast Air Basin (Basin), which includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources (population centers, heavy vehicular traffic, and industry) and meteorology.

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produces electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, agricultural equipment, racecars, and self-propelled construction equipment. Mobile sources account for the majority of the air pollutant emissions within the Basin. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the Federal and State governments establish ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The Federal and State standards are set at levels at which concentrations could be generally harmful to human health and welfare, and to protect the most sensitive persons from illness or discomfort with a margin of safety. Applicable standards are identified below.

Potential Health Effects

Certain air pollutants are recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants are identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in the prevalent air quality

The air pollutants for which national and State standards are promulgated and which are most relevant to air quality planning and regulation in the Basin include ozone, carbon monoxide (CO), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), sulfur dioxide (SO₂), and lead. In addition,

toxic air contaminants and greenhouse gas (GHG) emissions are of concern in the Basin. Each of these is briefly described below.

- *Ozone* is a gas that is formed when reactive organic compounds (ROC) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

An elevated level of ozone irritates the lungs and breathing passages, causing coughing, and pain in the chest and throat thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

- *Carbon Monoxide* is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of moderate levels of carbon monoxide can cause nausea, dizziness, and headaches, and can be fatal at high concentrations.

- *Respirable Particulate Matter (PM₁₀)* and *Fine Particulate Matter (PM_{2.5})* consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. In agricultural areas such as Ventura County, large amount of airborne particulates are generated by plowing and other field work. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

The human body naturally prevents the entry of larger particles into the body. However, PM₁₀ and even smaller PM_{2.5} are trapped in the nose, throat, and upper respiratory tract. These small particulates enter the body and could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulate could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

- *Nitrogen dioxide (NO₂)* is byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀.

Major sources of NO_x include power plants, large industrial facilities, and motor vehicles. Nitrogen oxides irritate the nose and throat. It increases susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

- *Sulfur dioxide* (SO₂) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath, and coughing. High levels of particulate appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

- *Lead* occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles so most such combustion emissions are associated with off-road vehicles such as racecars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

- *Toxic Air Contaminants* (TACs) refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional.
- *Greenhouse Gas* (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. Simply put, the greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Greenhouse gases such as carbon dioxide (CO₂), methane, and nitrous oxide keep the average surface temperature of the Earth close to a hospitable 60 degrees Fahrenheit. Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5 degrees Fahrenheit.

GHGs include carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). CO₂ is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO₂. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. GHGs are the result of anthropomorphic and human activities such as forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels

for power generation, transportation, heating, and cooking. According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of all GHG emissions and transportation creates 41 percent of all GHG emissions in the United States.¹

Regulatory Setting

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

Federal

The federal Clean Air Act (CAA) establishes national ambient air quality standards. Under the CAA, the U.S. Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities under the CAA, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

As of the time that this Draft EIR was prepared, there are no federal regulations, plans, or programs to prevent global climate change that would apply to the proposed Project. The US EPA did issue a finding on December 7, 2009 that six greenhouse gases threaten the public health under Section 202(a) of the CAA.

State

Criteria Air Pollutants

The California Clean Air Act (CCAA) requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The ARB

¹ <http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF>.

establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Appendix I to this EIR includes the CAAQS currently in effect for each of the criteria pollutants as well as other pollutants recognized by the State. As shown in Appendix I, the CAAQS includes more stringent standards than the national ambient air quality standards.

Greenhouse Gas Emissions

In response to growing scientific and political concern with global climate change, California has 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. California Governor Arnold Schwarzenegger announced, on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. 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 GHG 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.

In September 2006, Governor Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the ARB, the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. To achieve this goal, AB 32 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. As the intent of AB 32 is to limit 2020 emissions to the equivalent of 1990, and the present year (2009) is beyond the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of GHG emissions and not just new general development projects.

As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State’s strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the CAT, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State’s dependence on oil, diversify the State’s energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State’s emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California’s clean cars standards; increases in the amount of clean and renewable

energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Proposed Scoping Plan was approved by the ARB on December 11, 2008. The measures in the Scoping Plan would be developed over the next two years and be in place by 2012. As required by AB 32, the ARB must update its Scoping Plan every five years to ensure that California remains on the path toward a low carbon future.

Additionally, in August 2007, the Legislature adopted Senate Bill 97 (SB 97), which required the California Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Natural Resources Agency by July 1, 2009. Following receipt of these guidelines, the Natural Resources Agency must then certify and adopt the guidelines prepared by OPR by January 1, 2010. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97. These proposed CEQA Guideline amendments would provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. As of December 31, 2009, the Natural Resources Agency had transmitted the Adopted Amendments and the entire rulemaking file to the Office of Administrative Law (OAL). OAL has 30 working days to review the Adopted Amendments and the Natural Resources Agency's rulemaking file. The Adopted Amendments will become effective 30 days after OAL completes its review and submits them to the Secretary of State for inclusion in the California Code of Regulations.

Currently (as of April 2010), AB 32 does not provide significance thresholds or methodology for analyzing a project's impacts regarding the production of GHGs. Further, neither the ARB nor the SCAQMD have issued any guidance to counties, cities or other agencies for the implementation of AB 32 through the CEQA process or for the evaluation and/or analysis of GHG emissions in environmental documents. In June 2008, the Governor's Office of Planning and Research (OPR) released a technical advisory entitled, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review* (the "OPR Climate Change Report"), which provides lead agencies an approach to comply with CEQA climate change analysis for projects that generate GHG emissions. However, no significance thresholds for analyzing a project's impacts regarding the production of GHGs have been provided in the OPR technical advisory document.

SB 375 (Steinberg) is a California state law that became effective January 1, 2009. This new law requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG), and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. Ventura County will be creating a "Sustainable Community Strategies" (SCS) as one of the subregions within the Southern California Association of Governments Metropolitan Planning Organization (MPO). The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035. As of April 2010, there is no target GHG reduction for SCAG or Ventura County nor a draft SCS with which to evaluate the Project's consistency.

Regional

The Ventura County Air Pollution Control District (VCAPCD) is the agency principally responsible for comprehensive air pollution control in the Ventura County portion of the Basin. To that end, the VCAPCD, a regional agency, works directly with the Southern California Association of Governments (SCAG), the Ventura County Transportation Commission, and local governments, and cooperates actively with all State and federal government agencies. The VCAPCD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The VCAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the VCAPCD in 2008. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It identifies the control measures that will be implemented to reduce major sources of pollutants. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the County.

The future air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the VCAPCD assumes that general new development within the County will occur in accordance with population growth and transportation projections identified by County staff.

Although the VCAPCD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the County. Instead, the VCAPCD has used its expertise and prepared the *Ventura County Air Quality Assessment Guidelines* to indirectly address these issues in accordance with the projections and programs of the AQMP. The purpose of the *Ventura County Air Quality Assessment Guidelines* is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin. Specifically, the *Ventura County Air Quality Assessment Guidelines* explains the procedures that the VCAPCD recommends be followed during environmental review processes required by CEQA. The Ventura County Air Quality Assessment Guidelines provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The VCAPCD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the County, and adverse impacts will be minimized.

Local

Local jurisdictions, such as the City of Oxnard, have the authority and responsibility to reduce air pollution through its police powers and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP.

Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the VCAPCD and utilizes the Ventura County Air Quality Assessment Guidelines as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. The average daily emissions inventory for the entire Basin and the Ventura County portion of the Basin is summarized in Table IV.J-1 for the year 2008, which is the most recent data available from the ARB. As shown, exhaust emissions from mobile sources generate the majority of ROC, NO_x, and CO in the Basin and Ventura County. Area-wide sources generate the most airborne particulates (i.e., PM₁₀ and PM_{2.5}).

Table IV.J-1
2008 Estimated Average Daily Emissions

Emissions Source	Emissions in Tons Per Day					
	ROC	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}
South Central Coast Air Basin						
Stationary Sources	20.8	12.5	11.4	11.8	2.4	1.4
Area-Wide Sources	32.1	91.5	4.5	0.1	69.6	20.2
Mobile Sources	51.5	404.9	88.1	0.8	4.8	3.8
Total Emissions	104.4	508.9	104.0	12.7	76.8	25.4
Ventura County						
Stationary Sources	9.19	4.98	2.84	0.30	0.72	0.50
Area-Wide Sources	13.09	21.81	1.68	0.05	21.72	5.25
Mobile Sources	24.63	178.42	59.12	11.39	4.03	3.54
Total Emissions	46.91	205.21	63.64	11.74	26.47	9.29
<i>Source: California Air Resources Board, February 2010.</i>						

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the ARB to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in “attainment” for that pollutant. If the pollutant concentration meets or exceeds the standard

(depending on the specific standard for the individual pollutants), the area is classified as a “nonattainment” area.² If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.”

The U.S. EPA and the ARB use different standards for determining whether an air basin or county is an attainment area. Under national standards, Ventura County is currently classified as a moderate nonattainment area for 8-hour ozone concentrations. Ventura County is in attainment or designated as unclassified for all other pollutants under national standards.

Under state standards, Ventura County is designated as a nonattainment area for ozone, PM₁₀, PM_{2.5}, and an attainment area for all other pollutants.

Existing Local Air Quality

The VCAPCD monitors ambient air pollutant concentrations through a series of monitoring stations located throughout the County. These stations are located in Thousand Oaks, El Rio, Ventura (two stations), Piru, Ojai, Simi Valley, and on Anacapa Island. In addition, the ARB operated a monitoring station in western Ventura County. The closest monitoring station to the City and most representative of the ambient air quality in the City is the El Rio station.

Table IV.J-2 identifies the national and state ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured at the El Rio monitoring station through the period 2006 to 2008.

Table IV.J-2
Summary of Ambient Air Quality in the Project Vicinity

Emissions Source	Year		
	2006	2007	2008
Ozone			
Maximum 1-hour concentration measured	0.089 ppm	0.089 ppm	0.086 ppm
Days exceeding State 0.09 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration	0.070 ppm	0.072 ppm	0.075 ppm
Days exceeding national 0.08 ppm 8-hour standard	0	1	1
Respirable Particulate Matter (PM₁₀)			

² *National Ambient Air Quality Standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average above the standard is less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.*

California Ambient Air Quality Standards for ozone, CO, SO₂ (1- and 24-hour), NO₂, PM₁₀, PM_{2.5}, and visibility reducing particles are values that are not to be exceeded. Standards for all other pollutants are not to be equaled or exceeded.

Table IV.J-2
Summary of Ambient Air Quality in the Project Vicinity

Emissions Source	Year		
	2006	2007	2008
Maximum 24-hour concentration measured	119.1 $\mu\text{g}/\text{m}^3$	248.0 $\mu\text{g}/\text{m}^3$	79.8 $\mu\text{g}/\text{m}^3$
Days exceeding national 150 $\mu\text{g}/\text{m}^3$ 24-hour standard	0	1	0
Days exceeding State 50 $\mu\text{g}/\text{m}^3$ 24-hour standard	4	2	3
Fine Particulate Matter (PM_{2.5})			
Maximum 24-hour concentration measured	29.8 $\mu\text{g}/\text{m}^3$	39.9 $\mu\text{g}/\text{m}^3$	23.4 $\mu\text{g}/\text{m}^3$
Estimated Days exceeding national 65 $\mu\text{g}/\text{m}^3$ 24-hour standard	0	3.2	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour concentration measured	0.050 ppm	0.053 ppm	0.052 ppm
Days exceeding State 0.25 ppm 1-hour standard	0	0	0
AAM	0.010 ppm	0.010 ppm	0.008 ppm
Does measured AAM exceed national 0.0534 ppm standard?	No	No	No
Note: ppm = parts per million by volume $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter AAM = annual arithmetic mean NA = Data not available. Source: California Air Resources Board, February 2010.			

Existing land-uses surrounding the Project site are commercial, industrial, and agricultural uses. Air pollutant emissions are generated in the local vicinity by stationary sources and mobile sources, primarily farm equipment, and automobile and truck traffic. Motor vehicles are the primary source of pollutants in the local vicinity.

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO “hotspots.” The VCAPCD considers CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive receptors to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The VCAPCD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak-hour turning volumes to ambient CO air concentrations. For this analysis, localized CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and accepted by the VCAPCD.

The simplified procedure is intended as a screening analysis, which identifies a potential CO hotspot. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations. However, the emission factors used in the analysis have been updated to EMFAC 2007 by the EIR consultant.³

Maximum existing 1-hour and 8-hour CO concentrations for several of the intersections included in the Project traffic analysis that would be most affected by the traffic generated by the proposed project and cumulative development. The results of these calculations are presented in Table IV.J-3 for representative receptor locations at the roadway edge as well as at 25, 50, and 100 feet from each roadway. The national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm. The 8-hour national and State standards for localized CO concentrations are 9.0 ppm.

Table IV.J-3
Existing Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts per Million ^a							
	Roadway Edge		25 feet		50 feet		100 feet	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Ventura Road and Gonzales Road	4.0	2.6	3.4	2.3	3.2	2.1	3.0	2.0
Oxnard Boulevard and Gonzales Road	4.4	2.9	3.8	2.5	3.5	2.3	3.2	2.1
Rose Avenue and Gonzales Road	5.3	3.4	4.3	2.8	3.9	2.6	3.5	2.3
Rose Avenue and Camino Del Sol	4.4	2.9	3.6	2.4	3.3	2.2	3.0	2.0
Rose Avenue and Fifth Street	4.0	2.6	3.4	2.3	3.2	2.1	3.0	2.0
Rose Avenue and Oxnard Boulevard	3.9	2.5	3.3	2.2	3.1	2.1	2.8	1.9
Rose Avenue and Channel Islands Boulevard	3.9	2.5	3.3	2.2	3.0	2.0	2.8	1.9
Rose Avenue and Bard Road	3.5	2.3	3.0	2.0	2.8	1.9	2.7	1.8
Rice Avenue and Camino Del Sol	3.8	2.5	3.3	2.2	3.1	2.1	2.9	2.0
Rice Avenue and Wooley Road	4.3	2.8	3.5	2.3	3.2	2.1	2.9	2.0
Rice Avenue and Channel Islands Boulevard	4.1	2.7	3.4	2.2	3.1	2.1	2.9	2.0
^a The national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm. National and State 8-hour standards are 9.0 parts per million.								
Source: Christopher A. Joseph & Associates, 2010. Calculation sheets are provided in Appendix I.								

As shown in Table IV.J-3, existing CO concentration levels at the study intersections currently do not exceed the national and State 1-hour and 8-hour CO standards. Therefore, CO hotspots do not exist near these intersections.

³ The emission factors used in the BAAQMD's localized CO screening procedure are based on EMFAC7G, which is out of date by several years and has been superseded by newer emission factor models, the current version of which is EMFAC 2007.

Existing Project Site Emissions

The entire Project site is currently active agricultural land used to grow strawberries, celery, cabbage, lettuce, and peppers. Air pollutant emissions are generated by stationary and area-wide sources, such as groundwater well pump motors, farm equipment, and motor vehicle traffic traveling to and from the Project site.

Existing State-Wide Greenhouse Gas Emissions

The CEC published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004* in December 2006. This report indicates that California emitted between 425 to 468 million metric tons of GHGs in 1990. This is largely a result of the number of people living in a large state, as opposed to other smaller states in the country. When considering fossil fuel emissions at the level of each individual person, California is second lowest in the nation in per capita CO₂ emissions, with only the District of Columbia being 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 GHG emissions grew by only 12 percent between 1990 and 2003. The report concludes that California's ability to slow the rate of growth of GHG 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 GHG emissions rate of growth by more than half of what it would have been otherwise.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a Project could have a potentially significant air quality impact if it would:

- (a) Conflict with or obstruct implementation of the applicable air quality plan;
- (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- (d) Expose sensitive receptors to substantial pollutant concentrations; or
- (e) Create objectionable odors affecting a substantial number of people.

The thresholds discussed below are currently recommended by the VCAPCD in the *Ventura County Air Quality Assessment Guidelines* to translate the State CEQA Guidelines thresholds into numerical values or performance standards. As discussed previously in this EIR section, the City utilizes the *CEQA Air Quality Handbook* as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Consistency with the 2007 AQMP

For general development projects, the VCAPCD recommends that consistency with the current AQMP be determined by comparing the population generated by the Project to the population projections used in the development of the AQMP. Inconsistency with these projections is could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact.

Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations***Construction Period Emissions***

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

Operational Emissions – Daily Regional Emissions of ROC and NO_x

The VCAPCD currently recommends that projects located everywhere in Ventura County outside of the Ojai Planning Area with operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 25.0 pounds per day of ROC
- 25.0 pounds per day of NO_x

Cumulatively Considerable Net Increase of Criteria Pollutants

The VCAPCD recommends that any operational emissions from individual projects that exceed the project-specific thresholds of significance identified above be considered cumulatively considerable. These thresholds apply to individual development projects only; they do not apply to the emissions generated by related projects. The VCAPCD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations***Localized CO Concentrations***

The VCAPCD currently recommends that impacts to sensitive receptors be considered significant when localized CO concentrations at sensitive receptors located near congested intersections exceed the national or State ambient air quality standards. These thresholds would also apply to the contribution of emissions associated with cumulative development.

Greenhouse Gas Emissions

At present, there are no officially adopted State or local agency greenhouse gas emission significance thresholds. Thus, prior to having a Project-level significance threshold for GHGs emissions that has been formally adopted by an air agency or local municipality, emissions of GHGs can be quantified but should not be used to determine significance under CEQA.

In the absence of adopted thresholds, this EIR assumes that the proposed Project would be considered to generate a substantial increase in greenhouse gas emissions if it is not consistent with strategies and measures from the 2006 CAT Report and ARB Scoping Plan, respectively, that the Lead Agency deems to be applicable and feasible for the proposed land uses.

Project Impacts

Consistency with the 2007 AQMP

The 2007 AQMP, discussed previously, was prepared to reduce the high levels of pollutants within Ventura County, return clean air to the region, and minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because they were included in the projections utilized in the formulation of the AQMP.

The projections in the 2007 AQMP are based on residential population growth within the various growth and non-growth areas of the County. As residential uses are not proposed, the proposed Project would not result in the direct growth of population within the Oxnard Growth Area.

The 2007 AQMP uses Southern California Association of Governments (SCAG) population forecasts incorporated into the Regional Transportation Improvements (RTIP) as the basis of its population projections. SCAG forecasts a City population of 265,752 in the year 2030, while the City (in the Draft 2030 General Plan and as adopted by the Ventura County Council of Governments) projects a population of 250,608. As no residential uses are proposed, the Project would not cause the City's population to exceed SCAG and, therefore, 2007 AQMP, population projections. As such, the proposed Project would not conflict with the 1997 AQMP Revision and, as such, would not jeopardize attainment of State and national ambient air quality standards in Ventura County. This would be a less-than-significant impact regarding a conflict with or obstruction of implementation of the applicable air quality plan.

Construction Period Emissions

As discussed previously in this EIR section, construction-related activities are generally short-term in duration and the VCAPCD does not recommend any thresholds of significance for construction-related emissions. Instead, the VCAPCD bases the determination of significance on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended by the Ventura County Air Quality Assessment Guidelines relating to construction activities are implemented for a project, then construction emissions are not considered significant. Conversely, if all of the appropriate emissions control measures recommended by the VCAPCD are not implemented, then construction emissions are considered significant.

Mitigation Measure J-1 includes appropriate dust control measures recommended by the VCAPCD. According to the South Coast Air Quality Management District's *CEQA Air Quality Handbook*, these types of measures would reduce by at least 50 percent the amount of fugitive dust generated by excavation and construction activities.⁴ Mitigation Measure J-2 would reduce the emissions generated by heavy-duty diesel-powered construction equipment operating at the project site. Therefore, construction-related air quality impacts would be reduced to a less than significant level. Mitigation Measure J-2 would also reduce the amount of GHG emissions that are generated by construction equipment and activities.

Operational Emissions – Daily Emissions of ROC and NOx

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

The analysis of daily operational emissions has been prepared utilizing the URBEMIS 2007 computer model (version 9.2.4) recommended by the VCAPCD. The results of these calculations are presented in Table IV.J-4. As shown, the proposed project would generate a net increase in average daily emissions that exceeds the thresholds of significance recommended by the VCAPCD. This is a potentially significant impact.

Table IV.J-4
Estimated Daily Operational Emissions – Net Increase of Proposed Project

Emissions Source	Emissions in Pounds per Day						
	ROC	NOx	CO	SOx	PM ₁₀	PM _{2.5}	CO ₂
Summertime Emissions							
Area Source Emissions	35.98	5.02	10.33	0.00	0.03	0.03	5,944.13
Motor Vehicles	232.94	171.89	2,309.02	5.76	1,006.77	190.12	586,618.02
Total Net Increase	268.92	176.91	2,319.35	5.76	1,006.80	190.15	592,562.15
VCAPCD Thresholds	25.00	25.00	NT	NT	NT	NT	NT
Significant Impact?	Yes	Yes	No	No	No	No	No
Wintertime Emissions							
Area Source Emissions	35.49	4.94	4.15	0.00	0.01	0.01	5,932.89
Motor Vehicles	240.04	259.75	2,415.43	5.03	1,006.77	190.12	505,456.33
Total Net Increase	275.53	264.69	2,419.58	5.03	1,006.78	190.13	511,389.22
VCAPCD Thresholds	25.00	25.00	NT	NT	NT	NT	NT
Significant Impact?	Yes	Yes	No	No	No	No	No

⁴ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993, pages 11-15 and 11-16.

Table IV.J-4
Estimated Daily Operational Emissions – Net Increase of Proposed Project

Emissions Source	Emissions in Pounds per Day						
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	CO ₂
<i>Notes: Subtotals may not appear to add correctly due to rounding in the URBEMIS 2007 model. NT – No threshold of significance.</i>							
<i>Source: Christopher A. Joseph & Associates, 2010. Calculation sheets are provided in Appendix I.</i>							

Operational Emissions – Localized CO Concentrations

As was done to assess existing CO concentrations, the simplified CALINE4 screening procedure was used to predict future CO concentrations at the study-area intersections in the vicinity of the Project site that would be most affected by the addition of traffic generated by the proposed Project. The results of these calculations are provided in Table V.J-5.

Table IV.J-5
Predicted Future Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts per Million ^a							
	Roadway Edge		25 feet		50 feet		100 feet	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Ventura Road and Gonzales Road	2.9	2.0	2.7	1.8	2.6	1.8	2.5	1.7
Oxnard Boulevard and Gonzales Road	3.1	2.1	2.8	1.9	2.7	1.9	2.6	1.8
Rose Avenue and Gonzales Road	3.0	2.0	2.8	1.9	2.7	1.9	2.6	1.8
Rose Avenue and Camino Del Sol	2.9	1.9	2.7	1.8	2.6	1.8	2.5	1.7
Rose Avenue and Fifth Street	2.9	2.0	2.7	1.8	2.6	1.8	2.5	1.7
Rose Avenue and Oxnard Boulevard	2.7	1.8	2.6	1.8	2.5	1.7	2.5	1.7
Rose Avenue and Channel Islands Boulevard	2.9	1.9	2.7	1.8	2.6	1.8	2.5	1.7
Rose Avenue and Bard Road	2.8	1.9	2.6	1.8	2.6	1.8	2.5	1.7
Rice Avenue and Camino Del Sol	3.0	2.0	2.8	1.9	2.7	1.8	2.6	1.8
Rice Avenue and Wooley Road	3.0	2.0	2.7	1.9	2.7	1.8	2.6	1.8
Rice Avenue and Channel Islands Boulevard	3.0	2.0	2.7	1.8	2.6	1.8	2.5	1.7
^a The national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm. National and State 8-hour standards are 9.0 parts per million.								
<i>Source: Christopher A. Joseph & Associates, 2010. Calculation sheets are provided in Appendix I.</i>								

As shown, future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and State standards for localized CO concentrations are 9.0 ppm). Therefore,

implementation of the proposed Project would not expose any sensitive receptors located in close proximity to these intersections to substantial pollutant concentrations. This would be a less-than-significant impact regarding the exposure sensitive receptors to substantial pollutant concentrations.

Operational Emissions – Greenhouse Gas Emissions

Generally, an individual project cannot generate enough greenhouse gas emissions to influence global climate change because it is the increased accumulation of GHGs which may result in global climate change. However, an individual project may contribute an incremental amount of GHG emissions. For most projects, the main contribution of GHG emissions is from motor vehicles, but how much of those emissions are “new” is uncertain. New projects do not necessarily create new drivers, and therefore do not create a new mobile source of emissions. Rather, new projects only redistribute the existing traffic patterns. Larger projects will certainly affect a larger geographic area, but again, would not necessarily cause the creation of new drivers. Some mixed-use and transportation-oriented projects could actually reduce the number of vehicle miles traveled.

Based on the results of the URBEMIS 2007 model, the operational emissions associated with the proposed Project could result in the generation of approximately 103,204 tons of CO₂ annually (see Appendix I) assuming that the proposed Project creates all new drivers and vehicle trips.

The consistency of the proposed Project with the strategies from the 2006 CAT Report and ARB’s Scoping Plan measures is evaluated in Table IV.J-6 and IV.J-7, respectively. As shown, the Project would be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the City, as Lead Agency, finds that the impact of the Project would be less than significant with regard to greenhouse gas emissions.

Table IV.J-6 Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies	
Strategy	Project Consistency
California Air Resources Board	
<u>Vehicle Climate Change Standards</u> 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.
<u>Diesel Anti-Idling</u> 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 operating from, and making deliveries to, the Project site are subject to this state-wide law.

Table IV.J-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
<u>Hydrofluorocarbon Reduction</u> 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 that may be used by the future employees at the Project site. All applicable products would be required to comply with the regulations that are in effect at the time of manufacture.
<u>Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore)</u> Require all new transportation refrigeration units (TRU) to be equipped with electric standby. Require cold storage facilities to install electric infrastructure to support electric standby TRUs.	Not applicable. The proposed Project would not involve the use of transportation refrigeration units.
<u>Manure Management</u> Improved management practices, manure handling practices, and lagoon/liquid waste control options.	Not applicable. The proposed Project would not involve any manure handling.
<u>Semi Conductor Industry Targets</u> Emission reduction rules for semiconductor operations.	Not applicable. The proposed Project would not involve any semiconductor operations.
<u>Alternative Fuels: Biodiesel Blends</u> ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	Not applicable. The proposed Project has no influence or impact on ARB decision-making regarding fuel blend regulations.
<u>Alternative Fuels: Ethanol</u> Increased use of E-85 fuel.	Not applicable. The proposed Project does not impact the availability of fuel blends.
<u>Heavy-Duty Vehicle Emission Reduction Measures</u> Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	Consistent. The heavy-duty vehicles (e.g., refuse and commercial delivery trucks) 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.
<u>Reduced Venting and Leaks on Oil and Gas Systems</u> Improved management practices in the production, processing, transport, and distribution of oil and natural gas.	Not applicable. The proposed Project does not involve any production, processing, transport, or distribution of oil and natural gas.

**Table IV.J-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Consistency
<u>Hydrogen Highway</u> 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. The proposed Project would not be responsible for promoting the use of hydrogen for transportation energy. However, employees of the proposed project could use this fuel once it becomes commercially available.
<u>Achieve 50% Statewide Recycling Goal</u> 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. As discussed in Section IV.N, Utilities, Solid Waste, the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Mitigation measure N-10 provides recycling bins at the Project site to promote recycling of paper, metal, glass, and other recyclable material.
<u>Landfill Methane Capture</u> Install direct gas use or electricity projects at landfills to capture and use emitted methane.	Not applicable. The proposed Project does not involve landfill operations.
<u>Zero Waste – High Recycling</u> Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	Consistent. As discussed in Section IV.N, Utilities, Solid Waste, the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Mitigation measure N-10 provides recycling bins 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	
<u>Forest Management</u> Increasing the growth of individual forest trees, the overall age of trees prior to harvest, or dedicating land to older aged trees.	Not applicable. The proposed Project is not located within or near a forest.
<u>Forest Conservation</u> Provide incentives to maintain an undeveloped forest landscape.	Not applicable. The proposed Project is not located within or near a forest.
<u>Fuels Management/Biomass</u> Reduce the risk of wildland fire through fuel reduction and biomass development.	Not applicable. The proposed Project is not located within or near a forest or an area of open space in which fuel accumulation is an issue.

**Table IV.J-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Consistency
<u>Urban Forestry</u> 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 throughout the site.
<u>Afforestation/Reforestation</u> Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Not applicable. The proposed Project is not located within or near a forest.
Department of Water Resources	
<u>Water Use Efficiency</u> Approximately 19 percent of all electricity, 30 percent 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 proposed Project would implement mitigation measures N-4 through N-6.
Energy Commission (CEC)	
<u>Building Energy Efficiency Standards in Place and in Progress</u> 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. With mitigation measure J-3, the buildings would exceed the standards of Title 24.
<u>Appliance Energy Efficiency Standards in Place and in Progress</u> 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).	Not applicable. The proposed Project does not influence or impact regulatory decision-making on energy efficiency standards.
<u>Fuel-Efficient Replacement Tires & Inflation Programs</u> State legislation established a statewide program to encourage the production and use of more efficient tires.	Not applicable. The proposed Project has no influence or impact on regulatory decision-making on tire production or efficiency standards.
<u>Cement Manufacturing</u> Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not applicable. The proposed Project does not involve cement manufacturing.

Table IV.J-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
<u>Municipal Utility Energy Efficiency Programs/Demand Response</u> Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	Not applicable. While this strategy is not applicable, the proposed Project would not preclude the implementation of this strategy by municipal utility providers.
<u>Municipal Utility Renewable Portfolio Standard</u> 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. While this strategy is not applicable, the proposed Project would not preclude the implementation of this strategy by municipal utility providers.
<u>Municipal Utility Combined Heat and Power</u> 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. While this strategy is not applicable, the proposed Project would not preclude the implementation of this strategy by municipal utility providers.
<u>Municipal Utility Electricity Sector Carbon Policy</u> State agencies to address ways to transition investor-owned utilities away from carbon-intensive electricity sources.	Not applicable. While this strategy is not applicable, the proposed Project would not preclude the implementation of this strategy by municipal utility providers.
<u>Alternative Fuels: Non-Petroleum Fuels</u> 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. The proposed Project does not influence or impact regulatory decision-making regarding the composition or availability of non-petroleum fuels, nor consumer choice regarding use of non-petroleum fuels in the transportation sector.
Business, Transportation and Housing	
<u>Measures to Improve Transportation Energy Efficiency</u> Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.	Not applicable. While this strategy is not applicable, the proposed Project would not preclude the implementation of this strategy by State or local agencies.
<u>Smart Land Use and Intelligent Transportation Systems (ITS)</u> Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.	Consistent. The Project locates new professional, administrative, and high technology research and manufacturing uses at a location within the City that has been planned for urban uses. The proposed land uses would have readily available access to the Ventura Freeway and Rice Avenue, thereby improving the efficiency of goods movement.

Table IV.J-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
<p>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.</p> <p>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.</p> <p>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.</p>	
Department of Food and Agriculture	
<u>Conservation Tillage/Cover Crops</u>	Not applicable.
Conservation tillage and cover crops practices are used to improve soil tilt and water use efficiency, and to reduce tillage requirements, labor, fuel, and fertilizer requirements.	The proposed Project would not include any elements of agriculture.
<u>Enteric Fermentation</u>	Not applicable.
Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	The proposed Project would not include any elements of agriculture.
State and Consumer Services Agency	
<u>Green Buildings Initiative</u>	Consistent.
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.	As discussed previously, 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. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards. Mitigation Measure J-3 would require the structures at the Project site to exceed the energy efficiency standards of Title 24 by at least 10 percent.

Table IV.J-6 Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies	
Strategy	Project Consistency
Public Utilities Commission (PUC)	
<u>Accelerated Renewable Portfolio Standard</u> 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. While this strategy is not applicable, the proposed Project would not preclude the implementation of this strategy by municipal utility providers.
<u>California Solar Initiative</u> 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. Although solar roofs are not proposed as part of the Project, mitigation measure J-5 would encourage the installation and use of solar equipment in the future if they become cost effective from a purchase and maintenance standpoint of the property owners.
<u>Investor-Owned Utility Programs</u> These strategies include energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utilities.	Not applicable. While this strategy is not applicable, the proposed Project would not preclude the implementation of this strategy by investor owned utility providers.
<i>Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2009.</i>	

Table IV.J-7
Project Consistency with ARB Scoping Plan Recommended Greenhouse Gas Emission Reduction Measures

Measure	Project Consistency
California Air Resources Board	
<u>California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions</u> Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	Not applicable. While this measure is not specifically applicable to the proposed Project, the proposed Project would not preclude the implementation of this measure by ARB.
<u>California Light-Duty Vehicle Greenhouse Gas Standards</u> Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Not applicable. The proposed Project does not influence or impact regulatory decision-making on light-duty vehicle standards.
<u>Energy Efficiency</u> Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).	Consistent. As discussed previously, 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. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards. Mitigation Measure J-3 would require the structures at the Project site to exceed the energy efficiency standards of Title 24 by at least 10 percent.
<u>Renewables Portfolio Standard</u> Achieve 33 percent renewable energy mix statewide.	Not applicable. While this measure is not applicable, the proposed Project would not preclude the implementation of this measure by municipal utility providers.
<u>Low Carbon Fuel Standard</u> Develop and adopt the Low Carbon Fuel Standard.	Not applicable. The proposed Project has no influence or impact on regulatory decision-making regarding low carbon fuel standards.
<u>Regional Transportation-Related Greenhouse Gas Targets</u> Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	Not applicable. The proposed Project has no influence or impact on regulatory decision-making regarding GHG emissions targets.

Table IV.J-7
Project Consistency with ARB Scoping Plan Recommended Greenhouse Gas Emission Reduction Measures

Measure	Project Consistency
<u>Vehicle Efficiency Measures</u> Implement light-duty vehicle efficiency measures.	Not applicable. The proposed Project has no influence or impact on regulatory decision-making regarding vehicle efficiency standards.
<u>Goods Movement</u> Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	Not applicable. The proposed Project has no influence or impact on regulatory decision-making regarding the improvement in goods movement activities.
<u>Million Solar Roofs Program</u> Install 3,000 MW of solar-electric capacity under California's existing solar programs.	Consistent. Although solar roofs are not proposed as part of the Project, mitigation measure J-5 would encourage the installation and use of solar equipment in the future if they become cost effective from a purchase and maintenance standpoint of the property owners.
<u>Medium/Heavy-Duty Vehicles</u> Adopt medium and heavy-duty vehicle efficiency measures.	Not applicable. The proposed Project has no influence or impact on regulatory decision-making regarding medium/heavy-duty vehicle efficiency standards.
<u>Industrial Emissions</u> Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	Consistent. Mitigation measures J-3 through J-5 would reduce the potential emissions associated with operational activities to the maximum extent feasible.
<u>High Speed Rail</u> Support implementation of a high speed rail system.	Not applicable. While this measure is not applicable, the proposed Project would not preclude the implementation of this measure by the State.

Table IV.J-7
Project Consistency with ARB Scoping Plan Recommended Greenhouse Gas Emission Reduction Measures

Measure	Project Consistency
<u>Green Building Strategy</u> Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. As discussed previously, 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. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards. Mitigation Measure J-3 would require the structures at the Project site to exceed the energy efficiency standards of Title 24 by at least 10 percent.
<u>High Global Warming Potential Gases</u> Adopt measures to reduce high global warming potential gases.	Consistent. The proposed Project would also not preclude the implementation of this measure by the ARB. Additionally, as discussed previously, 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. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards. Mitigation Measure J-3 would require the structures at the Project site to exceed the energy efficiency standards of Title 24 by at least 10 percent.
<u>Recycling and Waste</u> Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. As discussed in Section IV.N, Utilities, Solid Waste, the Project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Mitigation measure N-10 provides recycling bins 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.
<u>Sustainable Forests</u> Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	Not applicable. The proposed Project is not located within or near a forest.
<u>Water</u> Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The proposed Project would implement mitigation measures N-4 through N-6.
<u>Agriculture</u> In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	Not applicable. The proposed Project would not include any elements of agriculture once it is completely developed.

Table IV.J-7
Project Consistency with ARB Scoping Plan Recommended Greenhouse Gas Emission Reduction Measures

Measure	Project Consistency
<i>Sources: Air Resources Board, Climate Change Proposed Scoping Plan, October 2008 and Christopher A. Joseph & Associates, October 2009.</i>	

MITIGATION MEASURES

The following measures are required to reduce the potential emissions associated with construction activities to the maximum extent feasible:

- J-1 The Project developer shall implement fugitive dust control measures throughout all phases of construction. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. These measures, like all EIR mitigation measures, are binding on subsequent parties and developers. Examples of the types of measures currently required and recommended include the following:
- Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.
 - Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.
 - All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
 - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary.
 - Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite.
 - Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and

watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.

- Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD in determining when winds are excessive.
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

J-2 The Project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases. The Project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:

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

The following measures are recommended to reduce the potential emissions associated with operational activities to the maximum extent feasible:

J-3 The Project developer shall include in construction and building management contracts the following requirements or measures shown to be equally effective:

- All structures developed with the Project shall achieve a Tier 1 "green building" designation within the meaning of the California Green Building Code, Chapter 5, Section 503 by exceeding the 2007 California Energy Code requirements by 15 percent.
- Use solar or low-emission water heaters in new buildings.

- Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).
 - Provide bus stops pull-out areas, and/or shelters at locations along and within the Project site. The number and location of bus stops shall be determined in consultation with Gold Coast Transit and the City Traffic Engineer.
- J-4 A Project-wide Transportation Demand Management (TDM) program shall be prepared by a qualified consultant for review by the Development Services Director within one year of the adoption of the Project. The TDM program shall incorporate best and commonly used trip-reduction incentives, programs, and practices found in TDMs of similar projects in terms of allowed uses, size, and transportation and transit service context. The TDM shall, to the maximum extent feasible, be coordinated and consistent with Gold Coast Transit service planning, development and/or final adoption of a regional and/or Oxnard Sustainable Communities Strategy (under SB 375), and TDMs or similar efforts of surrounding businesses and organized business and commercial organizations, including but not limited to, the Camino Real Business Park; Proctor and Gamble; Riverpark (The Collections); The Esplanade; The Village; Oxnard Auto Center Dealers Associations; and the McGinnes Ranch, Northgate, and Seagate business parks. The TDM shall include an estimate of Project vehicular trips; a target reduction; a strategy and timeline to achieve the target; and one or more means of an independent sustainable funding program to administer, monitor, and routinely update the TDM program. At the discretion of the City Traffic Engineer based on applicable professional practice, documented and sustained TDM-attributable trip reductions shall be incorporated into future Project-related traffic studies and/or analyses for purposes of calculating traffic fees and/or modifying traffic-related mitigations.
- J-5 The Specific Plan shall include a requirement that all structures with a flat or nearly flat roof area of over 10,000 square feet shall be designed to support the installation of solar panel and/or similar equipment that generates electricity from sunlight and/or wind. The owner/tenant of the building may elect to install such equipment to service the building and/or enter into a commercially reasonable public or private utility agreement for purposes of generating energy or transmission, if requested by the City and economically feasible.

Many of the measures that the VCAPCD currently recommends to reduce the significant operational impacts of proposed Project are features of the proposed Project. The only remaining measure recommended by the VCAPCD that would reduce the operational impacts of the proposed Project to less-than-significant levels is the contribution to a City-managed transportation demand management (TDM) fund. This fund is used by the City to implement trip reduction programs throughout the City.

- J-6 The Project developer shall contribute an estimated \$2,713,928.00 to a TDM fund managed by the City to be assessed and paid incrementally as individual building are developed. The TDM fee is allocated based on each development's share of average daily trips (ADT) for the Project buildout. The ADT shall be recalculated annually by the City Traffic Engineer.

CUMULATIVE IMPACTS

Cumulative development in the Oxnard Growth Area is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of, the 1997 AQMP Revision. The 1997 AQMP Revision was prepared to accommodate growth, to reduce the high levels of pollutants within Ventura County, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 1997 AQMP Revision would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Oxnard Growth Area is within the projections for growth identified in the AQMP, implementation of the 1997 AQMP Revision will not be obstructed by such growth. As growth in the Oxnard Growth Area is not expected exceeded these projections in 2030, this impact would not be cumulatively considerable. Additionally, since the proposed Project is consistent with growth projections under the 1997 AQMP Revision, the Project would not have a cumulatively considerable contribution to this impact regarding conflict with or obstruction of the implementation of the applicable air quality plan.

Cumulative development within the City would continue to implement dust control and equipment emissions mitigation measures during construction in accordance with City practices. Consequently, cumulative development within the City is not expected to cause a significant impact associated with construction activities. Because the proposed Project would implement all appropriate mitigation measures during construction, the contribution of the Project to any cumulative air quality impact would not be considerable.

Because Ventura County is currently in nonattainment for ozone, related Projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed Project contribution, the VCAPCD neither recommends quantified analyses of cumulative operational emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the VCAPCD recommends that a Project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for Project specific impacts. Therefore, this EIR assumes that individual development projects that generate operational emissions that exceed the VCAPCD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As discussed previously, operational daily emissions associated with Project development would exceed VCAPCD significance thresholds for ROC and NOx. Therefore, the emissions generated by the proposed Project would be cumulatively considerable regarding a substantial contribution to an existing or projected air quality violation.

As stated above, an increase in the generation of GHG emissions is not itself an adverse environmental effect. Rather, it is the increased accumulation of greenhouse gases in the atmosphere that may result in

global climate change that causes adverse environmental effects. The State has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to continue to expand. The proposed Project is consistent with the 2006 CAT Report and the ARB Scoping Plan. Furthermore, the State has accounted for the increase in population and accompanying demand for housing when establishing its over-all reduction targets. The increase in light industrial, business park, office, and commercial space with the implementation of the proposed Project would not result in an unplanned level of development.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of air quality impacts.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures recommended in this section would reduce the potential construction-related and operational air quality impacts of the project to less-than-significant levels.

Cumulative impacts are significant for greenhouse gases and Basin non-attainment.

IV. ENVIRONMENTAL IMPACT ANALYSIS

K. NOISE

INTRODUCTION

Fundamentals of Sound and Environmental Noise

Sound

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (“dBA”) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Environmental Noise

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table IV.K-1 lists representative noise levels for the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

L_{eq} – The equivalent energy noise level is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 10 dBA “penalty” added to noise during the hours of 10:00 P.M. to 7:00 A.M., and an additional 5 dBA penalty during the hours of 7:00 P.M. to 10:00 P.M. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

**Table IV.K-1
Representative Environmental Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 100 feet		
	100	
Gas Lawnmower at 3 feet		
	90	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	80	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Area during Daytime	50	Dishwasher in Next Room
Quiet Urban Area during Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	30	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels below 60 dBA are generally considered low, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated natural settings that can provide noise levels as low as 20 dBA, and quiet suburban residential streets that can provide noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of low-moderate level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA).

Under controlled conditions, in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dBA, when exposed to steady, single frequency “pure tone” signals in the

mid-frequency range. Outside of such controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dBA. Changes from three to five dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA increase is readily noticeable, while the human ear perceives a 10 dBA increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more with closed windows.

Fundamentals of Groundborne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table IV.K-2.

Table IV.K-2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.</i>	

Noise Analysis Methodology

The analysis of the existing and future noise environments presented in this analysis is based on noise prediction modeling and empirical observations. Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments in the site vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108). The FHWA Model was used to evaluate existing and future noise levels along roadway segments in the project vicinity that would be primarily affected by traffic generated by the proposed project. This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. Traffic volumes utilized as data inputs in the noise prediction model were provided by the project traffic engineer.

ENVIRONMENTAL SETTING

Regulatory Setting

Applicable State Noise Standards

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new building. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application. This standard applies to all units that might be developed at the Project site.

Applicable City Noise Standards

According to the Noise Element of the Oxnard 2020 General Plan, the City allows new office, commercial, and industrial buildings to be constructed where the average exterior noise environment is up to 77.5 dBA CNEL, provided that the buildings are constructed using conventional design and that fresh air supply systems or air conditioning are provided to allow windows to be kept closed. Noise levels in the outdoor activity environments of new residential uses must not exceed 65 dBA CNEL and noise levels within residential units due to outdoor sources must not exceed 45 dBA CNEL.

The City has also adopted a Noise Ordinance (Article XI of Chapter 7 of the Oxnard Municipal Code), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the City. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted. The Noise Ordinance standards are identified in Table IV.K-3.

Table IV.K-3
City of Oxnard Exterior and Interior Noise Ordinance Standards

Sound Zone	Type of Land Use	7 AM to 10 PM	10 PM to 7 AM
Allowable Exterior Noise Levels			
I	Residential	55 dBA Leq	50 dBA Leq
II	Commercial	65 dBA Leq	60 dBA Leq
III	Industrial	70 dBA Leq	70 dBA Leq
IV	As identified in Figure IX-2 of the 2020 General Plan		
Allowable Interior Noise Levels			
All	Residential	50 dBA Leq	45 dBA Leq
Source: City of Oxnard.			

Section 7-188 of the Oxnard Municipal Code regulates noise from demolition and construction activities in the City. Exterior demolition and construction activities that generate noise are permitted between the hours of 7:00 AM and 6:00 PM Monday through Saturday. These activities are prohibited and at any time on Sundays and all federal holidays.

Existing Noise Levels

The primary source of noise at the Project site and surrounding vicinity is vehicular traffic on the Ventura Freeway. Although the Project site is located within the planning area for Camarillo Airport, the Airport Land Use Plan for Ventura County shows that noise levels associated with aircraft overflights do not exceed 60 dBA CNEL and are not considered to be a substantial source of noise in this part of the City. According to the Noise Element of the City 2020 General Plan, existing and future noise levels in the northern part of the Project site would not exceed 75 dBA CNEL.

Existing roadway noise levels were calculated for existing noise-sensitive uses located along roadways in the Project vicinity. The average 24-hour hour noise levels in these areas are presented in Table IV.K-4.

Table IV.K-4
Existing Roadway Noise Levels at Locations Off Site

Roadway	Roadway Segment	Land Use	24-Hour CNEL ^a
Gonzales Road	Rice Ave. to Rose Ave.	Single Family Residential	64.5
	Rose Ave. to Oxnard Blvd.	Single Family Residential	67.5
		High School	71.0
	Oxnard Blvd. to H St.	Single Family Residential	65.8
	H St. to Ventura Rd.	Multi-Family Residential	69.6
	Ventura Rd. to Patterson Rd.	Single Family Residential	64.0
	Patterson Rd. to Victoria Ave.	High School	69.4
Camino Del Sol	Rice Ave. to Rose Ave.	Single Family Residential	62.1
		Multi-Family Residential	67.8
	west of Rose Ave.	Single Family Residential	61.1
Santa Clara Road	Auto Center Dr. to Central Ave.	Single Family Residential	63.0
Rice Avenue	Wooley Rd. to Channel Islands Blvd.	Single Family Residential	70.7
Rose Avenue	north of Auto Center Dr.	Single Family Residential	68.6
		Middle School	67.9
	south of Central Ave.	Single Family Residential	64.0
	Gonzales Rd. to Camino Del Sol	Single Family Residential	66.9
	Camino Del Sol to Fifth St.	Multi-Family Residential	73.6
Chanel Islands Blvd.	Rice Ave. to Oxnard Blvd.	Single Family Residential	60.9
^a Noise levels are calculated for the nearest edge of the nearest existing building to the roadway. Source: Christopher A. Joseph & Associates, 2010. Calculation data and results are provided in Appendix J.			

Existing Groundborne Vibration Levels

Aside from seismic events, the greatest regular sources of groundborne vibration in the vicinity of the Project site are construction activities and roadway truck traffic. At the time that this Draft EIR was prepared, no construction activities likely to generate high groundborne vibration velocity levels (e.g., demolition, pile driving, or blasting) were occurring in the vicinity of the Project site. Heavy trucks currently transport materials along the Ventura Freeway, Rice Avenue, and Del Norte Boulevard. These trucks typically generate groundborne vibration velocity levels of around 63 vibration decibels (VdB), and these levels could reach 72 VdB where trucks pass over bumps in the road.¹

¹ Federal Railroad Administration, 1998, *High Speed Ground Transportation Noise and Vibration Impact Assessment*.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, the Proposed project could have a significant impact associated with noise if it would result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies;
- b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project;
- d. A substantial temporary or periodic increase in ambient noise levels in the Project above levels existing without the Project;
- e. Exposure of people residing or working in the Project area to excessive noise levels if the Project is located within an area covered by an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport; or
- f. Exposure of people residing or working in the Project area to excessive noise levels if the Project is located in the vicinity of a private airstrip.

The noise standards adopted by the City are discussed previously in this Draft EIR section. These standards would apply to the subsequent land uses and development within the Project site.

The *CEQA Guidelines* do not define the levels at which groundborne vibration is considered “excessive.” In addition, the City has not adopted any thresholds for groundborne vibration impacts. Thus, in terms of construction-related vibration impacts on buildings, the adopted guidelines/recommendations by the Federal Transit Administration (FTA) to limit groundborne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity are used in this analysis to evaluate potential groundborne vibration impacts. Based on the FTA criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In terms of groundborne vibration impacts associated with human annoyance, this analysis uses the FTA's vibration impact thresholds for sensitive buildings such as residential land uses. The threshold for infrequent activity (fewer than 70 events per day) is 80 VdB at residences and buildings where people normally sleep. The threshold for frequent activity (more than 70 events per day) is 72 VdB at residences and buildings where people normally sleep.

The *CEQA Guidelines* also do not define the levels at which permanent increases in ambient noise are considered "substantial." As discussed previously in this Draft EIR section, a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Based on this information, the following thresholds would apply to permanent noise increases at sensitive receptors due to the operational characteristics of the Project when fully built out as anticipated:

- Less than 3 dBA: not discernable: not significant.
- Between 3 dBA and 5 dBA: not significant if noise levels at sensitive receptors remain below 65 dBA CNEL; significant if the noise increase would meet or exceed 65 dBA CNEL.
- 5 dBA or greater: significant.

Project Impacts

Construction Noise

Project development would require the use of heavy equipment for site grading, excavation, and building construction. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table IV.K-5 and Table IV.K-6 for a reference distance of 50 feet. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

Table IV.K-5
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet^a
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88
<i>Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.</i>	
<i>Source: U.S. EPA, 1971, as shown in City of Los Angeles, 1998.</i>	

Table IV.K-6
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet			
	dBA Leq		dBA CNEL^a	
	Standard	With Mufflers	Standard	With Mufflers
Ground Clearing	84	82	79	77
Excavation & Grading	89	86	84	81
Foundations	78	77	73	72
Structural	85	83	80	78
Finishing	89	86	84	81
^a Based on eight hours of daytime construction activities. Source: U.S. EPA, 1971, as shown in City of Los Angeles, 1998; and Christopher A. Joseph & Associates, 2009.				

During construction, two basic types of activities would be expected to occur and generate noise. First, the development site would be prepared, excavated, and graded to accommodate the roadways, buildings

pads, and building foundations. Second, the proposed industrial, business and research, and commercial buildings would be constructed.

As discussed previously, Section 7-188 of the Oxnard Municipal Code regulates noise from demolition and construction activities in the City. Exterior demolition and construction activities that generate noise are permitted between the hours of 7:00 AM and 6:00 PM Monday through Saturday. These activities are prohibited at any time on Sundays and all federal holidays. The Project site is located in an industrial and agricultural area of the City and is not located in close proximity to any sensitive uses such as residences or schools. The nearest residential uses are located north of the Project site, beyond the Ventura Freeway. Given their distance from the Project site and the existing noise levels generated along the freeway, the project's construction noise levels would not result in substantial temporary or periodic noise levels at these receptors. Therefore, grading and construction activities associated with the Project would not conflict with the City Code requirements or expose sensitive receptors to substantial temporary or periodic noise levels. Impacts associated with construction noise would be less than significant.

Construction Groundborne Vibration

Construction activities that would occur at the Project site have the potential to generate low levels of groundborne vibration. Table IV.K-7 identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate during the construction of the proposed Project. Based on the information presented in Table IV.K-10, vibration velocities could reach as high as approximately 0.089 inches per second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level (in VdB) of 87 VdB at 25 feet from the source activity.

Table IV.K-7
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40
<i>Note: in/sec = inches per second. Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006; Christopher A. Joseph & Associates, December 2008.</i>										

During Project construction, the nearest off-site buildings that would be affected by groundborne vibration generated at the Project site would be the existing industrial structures located to the south and

east of the Project site. The nearest off-site industrial structure is located approximately 88 feet from the Project site. Based on this distance, the construction-related groundborne vibration levels that would occur at this structure would be approximately 0.01 PPV, which would not exceed any of the identified FTA criteria that would result in building damage.² As the other off-site industrial structures are located even further away from the Project site, the vibration impacts associated with building damage resulting from project construction would be less than significant.

In terms of human annoyance, vibration levels could, based on the information presented in Table IV.K-7, exceed 75 VdB at the existing industrial uses located to the south and east of the Project site. These uses, however, are not considered to be sensitive to groundborne vibration and the resulting levels would not exceed any adopted standards for these uses.³ Therefore, this vibration impact would be less than significant.

Operational Noise – Locations On Site

Future noise levels at the proposed project site would continue to be dominated by vehicular traffic on the Ventura Freeway with less noise from Rice Avenue and Del Norte Boulevard. As discussed previously, the Noise Element of the Oxnard 2020 General Plan shows that future noise levels in the northern part of the Project site would not exceed 75 dBA CNEL. As such, future noise levels at the Project site would not exceed City standards for industrial, office, and commercial uses. This would be a less than significant impact.

Operational Noise – Locations Off Site

Locations in the vicinity of the Project site could experience slight changes in noise levels as a result of an increase in the on-site activities and resulting increase in motor vehicle trips. The changes in existing noise levels associated with the Project at locations along the roadway segments in the Project vicinity are identified in Table IV.K-8. As shown, the proposed Project would increase local noise levels by a maximum of 1.7 dBA CNEL, which is inaudible/imperceptible to most people and would not exceed the identified thresholds of significance. This would be a less-than-significant impact.

² Federal Transit Administration, *Transit Noise and Vibration Impact Assessment, Final Report*, page 12-11, May 2006.

³ The FTA's vibration criteria pertaining to human annoyance does not apply to commercial, office, or industrial land uses.

**Table IV.K-8
Project Roadway Noise Impacts**

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Existing Traffic Volumes	Existing Plus Project Traffic Volumes	Increase	Significance Threshold
Gonzales Road	Rice Ave. to Rose Ave.	64.5	66.2	1.7	3.0
	Rose Ave. to Oxnard Blvd. (Residential & High School)	67.5	68.1	0.6	3.0
		71.0	71.6	0.6	3.0
	Oxnard Blvd. to H St.	65.8	66.2	0.4	3.0
	H St. to Ventura Rd.	69.6	70.1	0.5	3.0
	Ventura Rd. to Patterson Rd.	64.0	64.2	0.2	5.0
	Patterson Rd. to Victoria Ave.	69.4	69.4	0.0	3.0
Camino Del Sol	Rice Ave. to Rose Ave. (Single & Multi-Family)	62.1	63.0	0.9	5.0
		67.8	68.7	0.9	3.0
	west of Rose Ave.	61.1	61.7	0.6	5.0
Santa Clara Road	Auto Center Dr. to Central Ave.	63.0	63.4	0.4	5.0
Rice Avenue	Wooley Rd. to Channel Islands Blvd.	70.7	71.8	1.1	3.0
Rose Avenue	north of Auto Center Dr. (Residential & Middle School)	68.6	69.2	0.6	3.0
		67.9	68.5	0.6	3.0
	south of Central Ave.	64.0	64.4	0.4	5.0
	Gonzales Rd. to Camino Del Sol	66.9	68.2	1.3	3.0
	Camino Del Sol to Fifth St.	73.6	73.7	0.1	3.0
Chanel Islands Blvd.	Rice Ave. to Oxnard Blvd.	60.9	61.8	0.9	5.0

Source: Christopher A. Joseph & Associates, 2010. Calculation data and results are provided in Appendix J.

New stationary sources of noise, such as rooftop mechanical heating, ventilation, and air conditioning (HVAC) equipment would be installed at the proposed buildings. This equipment would be shielded and appropriate noise muffling devices installed to ensure that noise levels meet City Noise Ordinance standards. The type of HVAC equipment currently installed on new commercial buildings generates noise levels that average around 66 dBA L_{eq} on the air inlet side and 62 dBA L_{eq} on the other sides when measured at 50 feet from the source. The shielding installed around the new equipment reduces these noise levels by around 15 dBA. The resulting equipment noise levels of less than 51 dBA L_{eq} at nearby buildings would be substantially less than the existing noise levels at these locations.

Based on this information, implementation of the proposed Project would not result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. This is a less-than-significant impact.

CUMULATIVE IMPACTS

Future construction in the vicinity of the proposed Project site is not expected to result in a cumulatively considerable impact in terms of substantial temporary or periodic increases in ambient noise levels. Noise impacts are localized in nature and decrease substantially with distance. The only related project that is currently planned within the vicinity of the Project site is the Camino Real Business Park Specific Plan project, which is located to the east of the Project site. In addition, all construction activities would be restricted to the hours of 7:00 AM and 6:00 PM Monday through Saturday. Therefore, the contribution of the proposed Project to the potential cumulative construction impact would also not be cumulatively considerable.

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

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

The maximum noise level increase along the other study area roadway segments would be 2.6 dBA CNEL, which would not exceed the thresholds of significance utilized for this analysis. As such, no other significant noise impact would occur.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of noise impacts,

Noise is significant at the General Plan level requiring a finding of Overriding Considerations by the City.

**Table IV.K-9
Cumulative Project Roadway Noise Impacts**

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Existing Traffic Volumes	Year 2030 Plus Project Traffic Volumes	Increase	Significance Threshold
Gonzales Road	Rice Ave. to Rose Ave.	64.5	67.6	3.1	3.0
	Rose Ave. to Oxnard Blvd. (Residential & High School)	67.5	68.5	1.0	3.0
		71.0	71.9	0.9	3.0
	Oxnard Blvd. to H St.	65.8	66.6	0.8	3.0
	H St. to Ventura Rd.	69.6	70.7	1.1	3.0
	Ventura Rd. to Patterson Rd.	64.0	64.2	0.2	5.0
	Patterson Rd. to Victoria Ave.	69.4	69.4	0.0	3.0
Camino Del Sol	Rice Ave. to Rose Ave. (Single & Multi-Family)	62.1	63.3	1.2	5.0
		67.8	69.0	1.2	3.0
	west of Rose Ave.	61.1	62.7	1.6	5.0
Santa Clara Road	Auto Center Dr. to Central Ave.	63.0	65.0	2.0	3.0
Rice Avenue	Wooley Rd. to Channel Islands Blvd.	70.7	73.3	2.6	3.0
Rose Avenue	north of Auto Center Dr. (Residential & Middle School)	68.6	70.5	1.9	3.0
		67.9	69.8	1.9	3.0
	south of Central Ave.	64.0	65.0	1.0	3.0
	Gonzales Rd. to Camino Del Sol	66.9	69.3	2.4	3.0
	Camino Del Sol to Fifth St.	73.6	74.9	1.3	3.0
Channel Islands Blvd.	Rice Ave. to Oxnard Blvd.	60.9	63.1	2.2	5.0

Source: Christopher A. Joseph & Associates, 2009. Calculation data and results are provided in Appendix J.

MITIGATION MEASURES

Construction Noise and Construction Groundborne Vibration

The proposed Project would have less than significant impacts with respect to construction-related noise and groundborne vibration. Therefore, no mitigation measures are required.

Operational Noise

The proposed Project would have less than significant impacts with respect to operational noise. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are feasible to reduce the cumulative roadway noise impacts along Gonzales Road between Rice Avenue and Rose Avenue. Therefore, the contribution of the proposed Project to this cumulative impact would continue to be significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

L. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

The Project site is located in the City of Oxnard, Ventura County. The Project site is currently in agricultural use and no housing nor permanent population is located on the Project site. The 2006 Background Report prepared for the 2030 General Plan provides additional information regarding housing supplies and characteristics, and demographics and population projections. The proposed Project site is also located within the Southern California Association of Governments (SCAG); a federally-designated Metropolitan Planning Organization, and has prepared a *Regional Comprehensive Plan and Guide* to address regional growth to the year 2035.

Regulatory Setting

SCAG's Regional Transportation Plan

The *Regional Transportation Plan* (RTP) is maintained and updated every four years with a focus on improving the balance between land use and the current as well as future transportation systems. The latest RTP was adopted in 2008. The RTP provides a comprehensive and multi-modal regional transportation plan that is responsive to public input, local government, and county transportation commission input. The RTP meets the State and federal requirements and it reflects a vision for the region that balances land-use with transportation investments in a way that is complementary to existing investments. In addition, the RTP addresses key goals and objectives established by SCAG and is assessed based upon a number of key performance measures. The RTP provides the basic policy and growth framework for long term investment in the SCAG six county region's vast regional transportation system in a coordinated, cooperative and continuous manner.

SCAG's Regional Comprehensive Plan and Guide

The *Regional Comprehensive Plan and Guide* (RCPG) was adopted in 2008 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making. As part of its comprehensive planning process for the Southern California region (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura Counties), SCAG has divided the region into 14 subregions. The City of Oxnard is located within the Ventura County Subregion.

The Land Use and Housing Chapters of the RCPG are non-mandated and do not establish any requirements for local governments. However, SCAG is responsible for assisting cities and counties in fulfilling their statutory obligations to prepare and regularly update their General Plans. The Land Use and Housing Chapters of the RCPG provides a broad picture of population, housing, and related issues affecting the region. The chapter includes goals, policies, and initiatives associated with improving the regional standard of living and quality of life and for increasing housing that is affordable to low and moderate-income households.

City of Oxnard 2020 General Plan

California State Planning and Zoning law requires every city and county to prepare and adopt a comprehensive general plan for the development in their respective jurisdictions. While there are seven mandatory elements for every general plan in the State, the Housing Element is deemed to have “preeminent importance”.¹ In fact, the Housing Element of a city’s general plan is the only element that is subject to approval by the State. This approval process occurs as part of the Regional Housing Needs Assessment (RHNA), which is conducted by the State Department of Housing and Community Development pursuant to Government Code Section 65584 in conjunction with the appropriate regional agency (in this case, SCAG). The RHNA process examines existing and projected population, housing, and economic characteristics to determine the current and future need for housing in a given region, including both market rate and affordable housing. The RHNA process ensures that local governments share the responsibility for accommodating the housing needs of all economic levels. The Oxnard 1998-2005 Housing Element was certified by the California Department of Housing and Community Development (HCD). The Oxnard 2006-2014 Housing Element is, as of April 2010, nearing completion and planned for adoption by August, 2010 in tandem with the 2030 General Plan of which the housing Element is Chapter 8.

Population

According to the U.S. Bureau of the Census, the City had a resident population of 170,358 persons in 2000.² The California Department of Finance (DOF) estimates the City’s January 1, 2009 population at 197,067 and Ventura County at 836,080, (Oxnard accounts for approximately 24%). Table IV.L-1 provides population and housing projections for Oxnard to 2030 from both SCAG and the Ventura Council of Governments (VCOG). The VCOG projections were adopted by the City in 2008.

Housing

According to the DOF, the City had a housing inventory of approximately 44,839 housing units in 2000 and 52,185 in 2009. By 2015, SCAG forecasts an increase to approximately 57,000 housing units, an increase of 5,479 housing units. The ratio of persons per household varies between 3.78 and 3.96 for that same period. For analysis of the future impacts, we will use a high-end ratio of 3.8. In 2008, Ventura County had 276,320 housing units, of which Oxnard represents 18%. With 23% of the population but only 18% of the housing, Oxnard has a higher ratio of persons/household than the average countywide ratio of about 3.1, and about the same ratio as Santa Paula, Moorpark, and Fillmore. Housing projections are shown in Table IV.L-1.

¹ *Committee for Responsible Planning v. City of Indian Wells, 1989, 209 Cal.App3d 1005, 1013.*

² *California Department of Finance, Official US Census Counts as of April 1, 2000 – Table 2: City/County Population and Housing Counts.*

**Table IV.L-1
City of Oxnard Population and Housing Projections (2000-2030)**

	2000	2006	2009	2010	2015	2020	2030
Population	170,358 ^a	190,000 ^b	197,067 ^b	205,000 ^c	220,000 ^c	237,000 ^c	266,000 ^c
Housing	44,839 ^b	48,000 ^c	52,185 ^b	52,000 ^c	57,000 ^c	63,000 ^c	73,000 ^c
Persons/Household	3.85	3.96	3.78	3.94	3.86	3.76	3.64
VCOG Population ^d	NA	NA	NA	200,000	NA	234,304	242,000 ^d
^a U.S. Census. ^b Source: California Department of Finance. ^c Source: SCAG Regional Transportation Plan Forecast 2004. ^d 2040 Population Forecast, VCOG, May 2008, interpolated for 2030.							

Jobs-Housing Balance

The ratio of jobs to housing units, jobs-housing balance (JHB), within a community or given geographic area is a statistic that is often used to evaluate a community's relative success in balancing jobs-producing and residential land uses. The assumption is that the better the JHB the more likely local resident will have jobs near their homes, minimizing regional traffic congestion and air quality impacts from private vehicles. The 2008 Vacant Land Study prepared by the Ventura County Planning Division with technical support from SCAG in support of the VCOG "Decapolis" 2040 Population Forecast states that JHB "...equilibrium is attained when a jurisdiction's jobs-housing ratio is between 1.10 and 1.34; that is, there are 1.1 to 1.34 jobs for every household...Of the eleven jurisdictions, only two, Ojai and Oxnard, were in balance as of 2005, and both remain in equilibrium through 2035."³ The report was based on the Project area being developed with 9.3 million square feet of industrial and commercial space under full buildout of the 2020 General Plan.

The 2005 Oxnard JHB was 1.19 (jobs per household). Between 2005 and 2035, the County's 2008 Vacant Land Study estimated that Oxnard would add about 11,500 households and 37,850 jobs resulting in a 2035 JHB of 1.13, still within the acceptable JHB range. It should be noted that the cities of Oxnard and Port Hueneme are functionally a single jobs-housing unit, since they are so close together. With combined 2035 estimates of 99,614 jobs and 79,147 households, the resulting Oxnard/Port Hueneme JHB is 1.25, about in the middle of the target range of 1.10 to 1.34.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a project would have a significant impact on the environment if it would:

³ *Vacant Land Study: Analyzing the Capacity of the Ten Cities and unincorporated County to Accommodate Growth, Ventura County Planning Division, May 2008, pg. 3.*

- (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere ; or
- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Project Impacts

Direct Growth

Based on an average household size of 3.8 persons; up to 3,382 residents could be accommodated by the residential units that are optional under the Specific Plan. The increase in residential population of 3,382 persons would represent approximately 23 percent of the anticipated population growth of 15,000 persons in the City between 2010 and 2015. If the Project were to propose housing, subsequent environmental review would be required that would revisit the JHB issue in the context of all proposed housing, both in the City and local commute area, at that time. It is likely that Project-proposed housing would be substitute for other housing proposals in the area and the overall JHB would remain largely unchanged.

The Project site is currently an agricultural use and no residents would be displaced. As the jobs growth would fit within the SCAG and adopted VCOG population projections, impacts relating to residential population would be less than significant.

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

Implementation of the Specific Plan without any residential units would result in no direct growth, and no impact would occur. Indirect housing growth would occur from the employees associated with the project; growth that is anticipated by the City's 2020 General Plan and draft 2030 General Plan.

Indirect Growth

Construction-Related Population and Housing Growth

Construction of the proposed Project would result in increased employment opportunities during the Project's construction period. However, the employment opportunities provided by the construction of the proposed Project would not likely result in household relocation by construction workers to the vicinity of the Project site for various reasons, including the following:

- Construction employment has no regular place of business. Rather, construction workers commute to job sites that may change several times a year;

- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons) and move from job site to job site as dictated by the demand for their skills; and
- The work requirements of most construction projects are also highly specialized, and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.
- The Project is large and is proposed over 15 years, depending on market demand and absorption. The demand for labor would be spread out accordingly and likely to be largely provided by the local workforce.

It is not likely that significant numbers of construction workers would relocate into the Oxnard area as a consequence of the proposed Project. Overall, the construction of the proposed Project would have a less than significant direct impact on housing and population growth.

Operational Population and Housing Growth

The proposed Project would generate job opportunities for approximately 14,909 employees if residential uses are developed within the project site, and 15,489 employees without any residential units (see Table IV.L-2). It is likely that many of these jobs would be filled by people already living in the Oxnard area, as Oxnard is a relatively young community with a future labor force already in residence.⁴

Table IV.L-2
Estimated Project Employees (with and without residential units)

Land Use	Size	Generation Rate	Total Employees
Business/Research	2.5 million sf	1 employee/250 sf	10,000
Office	0.4 million sf	1 employee/250 sf	1,600
Industrial Option 1 or (Option 2)	4.63 million sf (5.5 million sf)	1 employee/1,500 sf	3,087 (3,667)
Commercial	0.1 million sf	1 employee/450 sf	222
Total with Residential or (without Residential)			14,909 (15,489)
<i>Notes: sf = square feet</i>			
<i>Source: Employee Generation Factors from the City of Oxnard General Plan.</i>			

The Project employees would either: (1) live in the residences of the proposed Project; (2) already reside in Oxnard; (3) commute to Oxnard; or, (4) relocate to Oxnard. The proposed Project would induce some residential population growth in an area, possibly directly through optional housing, and indirectly through job generation. However, the population and jobs growth would not exceed the anticipated projections by the City through 2015 nor the adopted VCOG forecasts. As such, the population and jobs growth associated with the proposed Project optional residential and employee uses has already been

⁴ See 2030 General Plan Background Report, Chapter 2, for detailed demographic trends.

anticipated and planned for by the City, SCAG, and VCOG. Therefore, impacts would be less than significant.

Housing or Population Displacement

The Project site is currently an agricultural use, undeveloped, and does not contain any housing. The implementation of the proposed Project would not displace any housing or people, necessitating the construction of replacement housing. Therefore, no impacts with respect to housing or population displacement would occur.

CUMULATIVE IMPACTS

The related projects would contribute to cumulative population, housing and employment growth within Oxnard. The commercial and industrial projects as of June 2009 would generate a combined employee increase of approximately 6,116 employees (see Table IV.L-3).

**Table IV.L-3
Cumulative Employment Increase**

No.	Project Name	Size (sf)	Generation Rate ^a	Total Employees
Commercial				
1	Rose Ranch	77,800	1 employee/450 sf	173
2	Embassy Suites Hotel	37,900	1 employee/450 sf	84
3	Shops at Vineyard	20,000	1 employee/450 sf	44
4	The Landing	146,200	1 employee/450 sf	325
5	The Pointe	42,000	1 employee/450 sf	93
6	Oxnard Center	114,472	1 employee/450 sf	254
7	Vineyard Avenue	9,000	1 employee/450 sf	20
8	Church Remodel	5,913	1 employee/450 sf	13
9	Radio Lazer	79,000	1 employee/450 sf	176
10	Oxnard Crossroads	11,326	1 employee/450 sf	25
11	Cantera Stone ^b	--	1 employee/450 sf	--
12	Colonial House	16,000	1 employee/450 sf	36
13	Vasquez Retail	3,569	1 employee/450 sf	8
14	Carriage Square	181,024	1 employee/450 sf	402
15	Ventura Orthopedic	19,560	1 employee/450 sf	43
16	Office Addition	7,980	1 employee/450 sf	18
17	Rancho Victoria	48,850	1 employee/450 sf	109
18	Financial Tower	309,429	1 employee/450 sf	688
19	Oralia's Bakery ^b	--	1 employee/450 sf	--
20	Victory Outreach	17,000	1 employee/450 sf	38
21	Statham Commercial	22,500	1 employee/450 sf	50
22	Carwash ^b	--	1 employee/450 sf	--
23	Paseo Azteca	7,000	1 employee/450 sf	16
24	Trinity Baptist Church	18,800	1 employee/450 sf	42

**Table IV.L-3
Cumulative Employment Increase**

No.	Project Name	Size (sf)	Generation Rate ^a	Total Employees
25	The Collection (Riverpark Shopping Center)	614,266	1 employee/450 sf	1,365
26	CVS	27,190	1 employee/450 sf	60
27	Homewood Suites	98,798	1 employee/450 sf	220
28	Emerald Professional	5,587	1 employee/450 sf	12
29	Walgreens	14,410	1 employee/450 sf	32
30	Centennial Plaza	4,979	1 employee/450 sf	11
31	Guadalupe Church	16,800	1 employee/450 sf	37
32	Tesco Retail	19,554	1 employee/450 sf	43
33	Nissan Auto	66,289	1 employee/450 sf	147
34	Centerpoint Mall	12,780	1 employee/450 sf	28
35	Gateway	74,500	1 employee/450 sf	166
36	Unnamed	5,250	1 employee/450 sf	12
37	Financial Center, Third Tower	300,000	1 employee/450 sf	667
Commercial Subtotal				5,457
Industrial				
1	Industrial Building	142,000	1 employee/1,500 sf	95
2	Asphalt Batch Plant ^b	--	1 employee/1,500 sf	--
3	Associated Ready Mix ^b	--	1 employee/1,500 sf	--
4	Lion's Gate	124,195	1 employee/1,500 sf	83
5	Landscape Maintenance	15,579	1 employee/1,500 sf	10
6	Industrial Conversion	36,480	1 employee/1,500 sf	24
7	Wallace Business Park	88,771	1 employee/1,500 sf	59
8	Quinn Equipment	12,012	1 employee/1,500 sf	8
9	Teal Club	80,407	1 employee/1,500 sf	54
10	Gemini Van Lines	30,000	1 employee/1,500 sf	20
11	Unnamed ^b	--	1 employee/1,500 sf	--
12	Loading Area	12,500	1 employee/1,500 sf	8
13	Purification Facility	60,000	1 employee/1,500 sf	40
14	Seagate	149,786	1 employee/1,500 sf	100
15	Unnamed	8,149	1 employee/1,500 sf	5
16	Unnamed	74,430	1 employee/1,500 sf	50
17	Rose & Eastman	33,000	1 employee/1,500 sf	22
18	Desalter ^b	--	1 employee/1,500 sf	--
19	Unnamed	25,110	1 employee/1,500 sf	17
20	Oxnard Arts	18,000	1 employee/1,500 sf	12
21	Alcaraz Catering	13,700	1 employee/1,500 sf	9
22	Unnamed	29,797	1 employee/1,500 sf	20
23	Unnamed	34,810	1 employee/1,500 sf	23

**Table IV.L-3
Cumulative Employment Increase**

No.	Project Name	Size (sf)	Generation Rate ^a	Total Employees
Industrial Subtotal				659
Related Projects Total				6,116
<i>Notes:</i> <i>sf = square feet</i> ^a <i>Employee Generation Factors from the City of Oxnard General Plan.</i> ^b <i>No square footage listed. Cannot be evaluated.</i>				

Based on a high estimate of one new housing unit per new employee, the cumulative employment would indirectly result in demand for approximately 6,116 new residences within the area. However, this would be a conservative estimate of new permanent residents and households, as new employment positions are often filled from the existing community and typically do not result in relocation into the area to be closer to the place or work. As of December 2009, the Oxnard unemployment rate was 14.7 percent, down slightly from a peak of 15.2 percent in August 2008, providing even a larger local labor pool for Project-generated jobs.⁵ Based on a population increase of approximately 22,933 persons between 2009 and 2015, the development of the related projects would not indirectly induce substantial cumulative population and housing growth as a result of new employment opportunities (which represent about 27% of the planned growth⁶), and the associated cumulative impact would be less than significant.

While the number of Project and related projects generated residents and employees would potentially exceed the projected 2015 population increase, the over all growth has been anticipated in SCAG, VCOG, and City forecasts.

Therefore, the cumulative population and housing growth would not be considerable, and cumulative impacts associated with population and housing would be less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of population and housing impacts.

⁵ <<http://www.economagic.com/em-cgi/data.exe/blsla/laupa06145003>>

**Table IV.L-4
Cumulative Residential Population Increase**

No.	Project Name	Size (du)	Generation Rate ^a	Total Residents
1	RiverPark-Morning View	113	3.94 persons/du	445
2	RiverPark-Veranda	95	3.94 persons/du	374
3	Kenney Duplex conversion	2	3.94 persons/du	8
4	Victoria/Hemlock	116	3.94 persons/du	457
5	Colonial House Mixed Use	40	3.94 persons/du	158
6	RiverPark-Tradewinds II	91	3.94 persons/du	359
7	Arbor View (Mira Loma)	291 (130 net)	3.94 persons/du	512
8	Paseo Nuevo	60	3.94 persons/du	236
9	Unnamed	1	3.94 persons/du	4
10	Reardon Apartments	8	3.94 persons/du	32
11	Ventura/Vineyard	201	3.94 persons/du	792
12	Rose/Pleasant Valley	99	3.94 persons/du	390
13	Single Family Residence	1	3.94 persons/du	4
14	Sixth Street Apartments	8	3.94 persons/du	32
15	Casa De Rosas	5	3.94 persons/du	20
16	MacKay Residence	2	3.94 persons/du	8
17	Duplex	2	3.94 persons/du	8
18	Kelly Residence	1	3.94 persons/du	4
19	Morton Condominiums	7	3.94 persons/du	28
20	Paseo De Luz	43	3.94 persons/du	169
21	Duplex	2	3.94 persons/du	8
22	Press Courier Lofts	52	3.94 persons/du	205
23	Mendoza Units	1	3.94 persons/du	4
24	Gateway Walk	190	3.94 persons/du	749
25	Westwinds II	40	3.94 persons/du	158
26	Las Cortes	501 (250 net)	3.94 persons/du	985
27	Sampson Project	1	3.94 persons/du	4
28	DaL-Villa San Lorenzo	16	3.94 persons/du	63
29	Cervantes Condo Complex	3	3.94 persons/du	12
30	Smith Residence	1	3.94 persons/du	4
31	Artisan Apartments	272	3.94 persons/du	1,072
32	Promenade	111	3.94 persons/du	437
33	The Market	133	3.94 persons/du	524
34	RiverPark Apartments	400	3.94 persons/du	1,576
35	Wallin SFD	1	3.94 persons/du	4
36	RiverPark-Luminaria	187	3.94 persons/du	737
37	RiverPark Destination	116	3.94 persons/du	457

**Table IV.L-4
Cumulative Residential Population Increase**

No.	Project Name	Size (du)	Generation Rate ^a	Total Residents
39	Pickett Residence	1	3.94 persons/du	4
40	RiverPark-The Avenue	24	3.94 persons/du	95
41	Unnamed	1	3.94 persons/du	4
42	RiverPark-Pacific Crossing	104	3.94 persons/du	410
43	RiverPark-Collage	76	3.94 persons/du	299
44	RiverPark-Meridian	159	3.94 persons/du	626
45	RiverPark-Waypointe	182	3.94 persons/du	717
46	Herzoff SFD	1	3.94 persons/du	4
47	Sandefer SFD	1	3.94 persons/du	4
48	Orbela	105	3.94 persons/du	414
49	North Shore	192	3.94 persons/du	756
50	Beachfront Dwelling	1	3.94 persons/du	4
51	Beretta SFD	1	3.94 persons/du	4
52	Tesoro Residence	1	3.94 persons/du	4
53	White Duplex	1	3.94 persons/du	4
54	Whitecap II	1	3.94 persons/du	4
55	Unnamed	1	3.94 persons/du	4
56	Unnamed	1	3.94 persons/du	4
57	RiverPark-The Landing	78	3.94 persons/du	307
58	Unnamed	159	3.94 persons/du	626
59	Sycamore Senior Village	229	3.94 persons/du	902
60	RiverPark Cabrillo	140	3.94 persons/du	552
61	Casas de la Playa	9	3.94 persons/du	35
62	RiverPark-Westerly II	83	3.94 persons/du	327
63	RiverPark-The Avenue	60	3.94 persons/du	236
64	Seabridge	708	3.94 persons/du	2,790
65	Sycamore Gardens	40	3.94 persons/du	158
66	Doris 7	7	3.94 persons/du	28
67	Dunes Duplex	2	3.94 persons/du	8
Residential Total				20,369
<i>Notes:</i> <i>du=dwelling unit</i> ^a SCAG Regional Transportation Plan Forecast 2004; Estimated 2010 Population (205,000)/Housing Units (52,000) = 3.94				

MITIGATION MEASURES

- L-1 If there is a housing component within the Project of over 10 units, the affordable housing requirement shall be a minimum of 15 percent to a maximum of 21 percent, composed of equal portions for very low, low, and moderate income households. The affordability requirement shall

be determined by a nexus study that estimates the incomes of current and projected employees within the Project compared to the availability of correspondingly affordable housing within the commute shed.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed Project would have a less than significant impact with respect to population, jobs and housing.

IV. ENVIRONMENTAL IMPACT ANALYSIS

M. PUBLIC SERVICES

1. FIRE

ENVIRONMENTAL SETTING

Fire prevention, fire suppression, and emergency medical services are provided throughout the City of Oxnard by the Oxnard Fire Department (OFD). The mission of the OFD is to serve the public and to safeguard the community by preventing or minimizing the impact of emergency situations to life, environment, and property.

Fire Station Locations

Fire protection and paramedic services to the project are provided by the OFD from seven fire stations. Each fire station is staffed on a full-time basis with a total of 28 firefighters on duty per shift. The basic unit is the engine company, which consists of a captain who supervises the crew, an engineer who is responsible for the safe operation of the equipment, and a firefighter who carries out the basic firefighting and medical tasks. Table IV.M-1 lists the 2008 staff and equipment and Figure IV.M-1 shows the locations of these fire stations:

- Fire Station 1, located at 491 South K Street,
- Fire Station 2, located at 531 East Pleasant Valley Road,
- Fire Station 3, located at 150 Hill Street,
- Fire Station 4, located at 230 West Vineyard Avenue,
- Fire Station 5, located at 1450 Colonia Road,
- Fire Station 6, located at 2601 Peninsula Road, and
- Fire Station 7, located at 3300 Turnout Park Circle.

Table IV.M-1
Project Site Fire Protection Services

Station	Equipment	Staff ^a
1	Fire engine, ladder truck, command vehicle, aircraft crash truck, USAR truck	1 Battalion Chief, 2 captains, 2 engineers, 3 firefighters
2	Fire engine	1 captain, 1 engineer, 1 firefighter
3	Fire engine	1 captain, 1 engineer, 1 firefighter
4	Fire engine	1 captain, 1 engineer, 1 firefighter
5	Fire engine	1 captain, 1 engineer, 1 firefighter
6	Fire engine, rescue vehicle, water rescue vehicle	1 captain, 1 engineer, 3 firefighters
7	Fire engine, Hazmat truck	1 captain, 1 engineer, 1 firefighter ^b

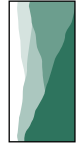
Source: Fax correspondence with Oxnard Fire Department, April 5, 2006 and Gary Sugich, Fire Marshall, Oxnard Fire Department, February 19, 2008.

^a All staff are also emergency medical technicians.
^b The crew at Station 7 is Hazmat trained.

FIGURE IV.M-1, FIRE STATION LOCATIONS



Source: ESRI Streetmap, County of Ventura, Oxnard Fire Department and Christopher A. Joseph & Associates; December 2008.



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Figure IV.M-1
Oxnard Fire Station Locations

Staffing Ratio

The National Fire Protection Association's (NFPA) recommended standard for fire department staffing is one firefighter per 1,000 residents. The OFD is staffed by 87 uniformed members¹ with 28 on duty per shift. Based on an estimated 2010 population of 200,000², Oxnard's 2010 ratio is one firefighter per 2,300 residents. In addition, the NFPA recommends each fire station service approximately 15,000 residents. Oxnard's seven fire stations serve approximately 30,000 residents per station.

Response Time and Distance

Table IV.M-2 presents a summary of the department's calls for services during 2006.

Table IV.M-2
Oxnard Fire Department Responses for Service - 2006

Type of Call	Number of Calls	Percent of Calls
Structure Fires	320	2.5
Other Fires	443	3.95
Fire Alarms – No Fires	665	5.93
Medical Aide	7,199	64.22
Public Assistance	433	3.86
Vehicle Accidents	1,060	9.46
Haz Mat	65	0.58
Hazardous Conditions	698	6.23
Assistance to Other Agencies	171	1.53
Mutual Aide	93	0.83
Urban Search and Rescue	60	0.54
Other	3	0.03
Total Calls	11,210	100%
Source: Oxnard Fire Department website: http://www.oxnardfire.org/Department.aspx?DepartmentID=9&ResourceID=193 , July 8, 2008.		

The primary function of any emergency service is the provision of sufficient resources (personnel and apparatus) to an emergency within an adequate amount of time to undertake the necessary actions to minimize associated impacts. When discussing service delivery, it is important to note the difference between reflex time and response time. Reflex time includes the amount of time from the ignition of an event to the initial actions and application of services at the scene. Response time refers to the amount of time it takes emergency services to respond to an event after dispatch. Emergency services use response time instead of reflex time to measure performance as it includes only the functions that are directly

¹ Oxnard Fire Department website: <http://www.oxnardfire.org/698ault.aspx?DepartmentID=9>, July 6, 2008.

² California Department of Finance, Population and Housing Estimates 1.53ite: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5_9301-06/, July 8, 2008.

managed by the fire department. Although detection systems can be encouraged or required and the public can be educated on the reporting of emergencies, the time taken for these functions can vary considerably. As response time is discussed, it is important to note the differences between these terms in order to provide a clear understanding that although an incident may be observed or reported, emergency services may still be in the process of being dispatched.

The OFD's goal in response to a call for emergency services is to have a fire unit on the scene within five minutes, 90 percent of the time as measured from the time of dispatch until arrival of the first unit. Based on an average travel speed of 30 miles per hour, a distance of approximately 1.25 miles can be covered within the standard. An analysis was conducted on responses during the 2004 calendar year to determine the OFD's performance level in consideration of established response goals. Overall, the average response time during 2004 was five minutes, seven seconds.³

Fire Flows

The City of Oxnard Fire Department (OFD) generally sets a minimum fire flow requirement of 4,500 per minute (gpm). Each individual site's fire flow is determined by the OFD, so actual required fire flows may vary depending on the proposed use.

Future Facilities

There are currently several areas that lie outside the reach of a response unit within desired response time objectives. These areas include industrial areas in east Oxnard between Rice Avenue and Del Norte Boulevard, residential areas west of Ventura Road and north of Gonzales Road, and residential areas north of Channel Islands Boulevard and east of Rose Avenue. In order to provide sufficient response to meet existing and future needs, the OFD projects the need for three additional fire stations, each with an Engine Apparatus and 3 assigned staff. These are identified in the 2030 General Plan Background Report (2006) as Station 8 (Channel Islands and Rose Avenue), Station 9 (Patterson and Doris), and Station 10 (North Rice Avenue and East Gonzales Road).

Emergency Assistance

The OFD has mutual aid agreements with Ventura County, the City of Ventura, and the Ventura County Federal Fire Department, which operates fire stations at the Naval Base Ventura County and the Point Mugu Naval Air Station.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a significant impact would occur if a project would result in substantial adverse physical

³ City of Oxnard, *General Plan Update, June 2006*.

impacts associated with the provision of new or physically altered fire protection facilities or need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times and/or other performance objectives of the fire department.

Project Impacts

Construction

Construction activities at the Project site would increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment, use of flammable construction materials, and discarded cigarettes. In most cases, the implementation of “good housekeeping” procedures by the construction contractors and the work crews would minimize these hazards. Good housekeeping procedures that would be implemented during construction of the proposed project include: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are considered to be less than significant for the following reasons:

- (1) Construction impacts are temporary in nature and do not cause lasting effects; and
- (2) Partial lane closures would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the project site, flagmen would be used to facilitate the traffic flow until construction is complete.

Further, since the Project is on a 10-20 year buildout – construction impacts will be mitigated by the new Station No. 10. The station is being built on 1.5 acres dedicated by Sakioka Farms – in Phase 1 – per a Development Agreement to provide service to the Project and other areas.

In addition, the Project area is an agricultural use, which has a very low human activity impact and no structures. Project construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the OFD. Therefore, construction-related impacts to fire protection services would be less than significant.

Operation

The proposed Project would be subject to the following standards for fire protection:

- The proposed uses must comply with all applicable State and local codes and ordinances.

- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant.
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Access for Fire Department apparatus and personnel to and into all structures, including the subterranean parking structures, shall be required.

New Station No. 10

The Specific Plan includes a 1.5-acre site for a new fire station within the Project site near Rice Avenue and the easterly extension of Gonzales Road. With the construction of the fire station within the Project site, the OFD would be able to service the project area and the eastern port of Oxnard with adequate response time and distance.

Fire Flows

The City 1995 Urban Water Management Plan outlines the City's plan to accommodate existing and future water demands over a 20-year period. There are two existing pressure zones in the Project area that will be merged into one pressure zone. According to the City Water Division, the resultant pressure from this merger will be around 60 psi. Fire flow tests done near the Project site show that existing fire flows are at acceptable levels. Rice Avenue is anticipated to be the future State Highway, making new infrastructure construction running north-south underneath the roadway undesirable. The VCWM sets minimum fire flows for residential areas at 1,000 gallons per minute (gpm), commercial areas at 1,250 gpm, and industrial areas at 1,500 gpm.⁴ Each individual site's fire flow is determined by the OFD, so actual fire flows required may vary.

The future water system should be placed in a looped configuration with at least two connection points to existing water facilities fronting the Project boundaries. Also, according to the VCWM, pipes should have a minimum residual pressure of 20 psi and a maximum static pressure of 150 psi.

Response Time and Distance

As previously mentioned, desired response time is five minutes and distance from the nearest fire station not more than 1.25 miles. The OFD has an unknown response time since there is currently no

⁴ *Ventura County Waterworks Manual, Section 2.3.3 Fire Flow, website:*
http://portal.countyofventura.org/pls/portal/docs/PAGE/PUBLIC_WORKS/ENGINEERINGSERVICES/COUNTY_PUBLICATIONS/WWMANUAL.PDF, June 11, 2008.

development in the area. The new Station No. 10 will serve the Project site and provide the desired standard.

Emergency Access

Traffic impacts during operation of the proposed Project would not result in a significant impact on nearby roadways or intersections, which could thereby impede emergency access. There are several existing intersections that operate at below LOS C. However, with the addition of new Fire Station No. 10 at Rice Avenue and Gonzales Road, most travel to respond to an emergency within the Project site would not go through the below “C” intersections. The most impacted intersections, Gonzales Road and Rose Avenue, Ventura Freeway and Del Norte Boulevard, and Rice Avenue and Ventura Freeway are not within the likely travel path for Station No. 10 to respond to an emergency within the Project site. The proposed Project would not involve any other activities during its operational phase that could impede public access or travel upon public rights-of-way or would interfere with an emergency response or evacuation plan.

CUMULATIVE IMPACTS

The proposed Project, in combination with the construction and operation of the related projects in Oxnard, would increase the demand for fire protection services. This need would be funded via existing mechanisms, to which the proposed Project and related projects would contribute. However, the cumulative impacts related to fire service would be less than significant for the reasons discussed below.

The residential, commercial, and industrial related projects that are currently proposed, recently approved, or under construction in the City are provided in Appendix C to this EIR. Each of the related projects would be individually subject to OFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the OFD and the City in order to adequately mitigate fire protection impacts.

In addition, the Specific Plan includes a 1.5-acre site for a new fire station within the Project site near Rice Avenue and Gonzales Road. The new station would reduce response times and travel distances for emergency calls in eastern Oxnard, and relieve existing and future staffing and equipment demands from other existing stations. Therefore, the impact of the Project would be beneficial in a cumulative context.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City’s population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service ‘C’); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of fire impacts.

MITIGATION MEASURES

The impacts of the proposed Project would be less than significant. No mitigation measures are required or recommended.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The impacts of the proposed Project would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

M. PUBLIC SERVICES

2. POLICE

ENVIRONMENTAL SETTING

The Oxnard Police Department (OPD) is the local law enforcement agency responsible for providing police services to the Project site and immediate vicinity. The OPD operates several police storefronts and drop-in centers; however major operations are based in the Public Safety Building located at 251 South C Street (see also Figure IV.M-2 for the police station location). The OPD's Field Services Bureau contains the Patrol Division. The Patrol Division is divided into 4 Districts, each with 2 or 3 beats. The Project site is located within District 1, Beat 12, which encompasses the northeastern section of Oxnard.⁵

The OPD has 238 sworn officers and 152 civilian personnel. The sworn staff includes 1 Chief of Police, 3 Assistant Chief of Police, 8 Commanders, 26 Sergeants, 34 Senior Police Officers, and 166 Police Officers.⁶ The estimated 2010 population of Oxnard at 200,000 making the 2010 ratio of 1.2 officers per 1,000 people. The OPD states its target service ratio is 1.3 officers per 1,000 residents. The OPD Five year Staffing Plan (January 2004 to June 2009) projects the need for an additional 49 to 102 sworn officers and 36 to 46 civilian personnel to meet the projected additional calls for service based on increasing population and desired service levels.⁷

Table IV.M-3 shows the crime statistics citywide for 2003-2007. The crime statistics are not broken down by District or Beat. Nearly every type of crime dropped in occurrence from 2006 to 2007. The overall crime rate since 1992 through 2009 has been about two-thirds, on a per capita basis.⁸

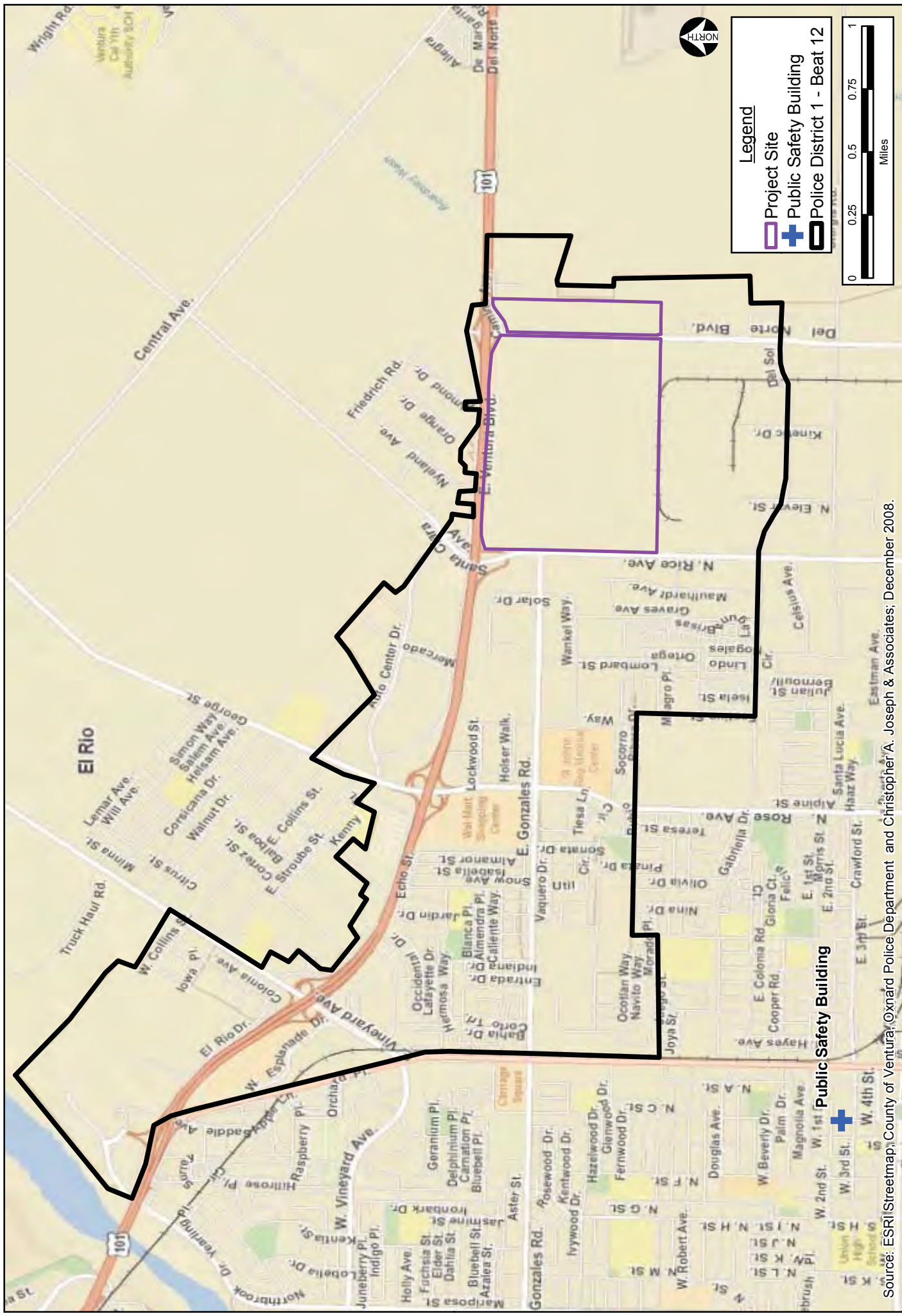
The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the OPD. It is likely the crime rate in a given area will increase as the population and opportunities for crime increases. However, because a number of other factors also contribute to the resultant crime rate (police presence and crime deterrence and prevention measures), an increased crime rates does not necessarily result from increases in land use activity.

⁵ Oxnard Police Department website: <http://www.oxnardpd.org/takeaction/beatsmap.html>, February 20, 2008.

⁶ Written correspondence with Tom Chronister, Commander, Patrol Support Division, Oxnard Police Department, February 21, 2008.

⁷ City of Oxnard, General Plan Update, June 2006.

⁸ Ventura County Star, March 23, 2010 internet "Oxnard Crime Continues to Fall".



Source: ESRI/Streetmap; County of Ventura; Oxnard Police Department and Christopher A. Joseph & Associates; December 2008.



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Figure IV.M-2
Oxnard Police Station Locations

**Table IV.M-3
Crime Statistics Citywide for 2003-2007**

Type of Crime	2003	2004	2005	2006	2007	Change from 2006-2007
Criminal Homicide	22	18	18	13	9	-4
Forcible Rape	37	24	47	34	33	-1
Robbery	352	369	386	418	453	+35
Burglary	975	904	941	946	867	-79
Larceny – Theft	3,156	3,078	2,681	2,816	2,870	+54
Motor Vehicle Theft	588	1,038	762	614	540	-74
Total	5,130	5,431	4,835	4,841	4,772	-69
<i>Source: Written correspondence with Tom Chronister, Commander, Patrol Support Division, Oxnard Police Department, February 21, 2008.</i>						

Unlike fire protection services, police units are often in a mobile state; actual distance between a headquarters facility and the Project site is less relevance. Instead, the number of officers on the street is more directly related to the realized response time. Response time is defined as the total time from when a call requesting assistance is placed until the time that a police unit responds to the scene. Telephone calls for police assistance are prioritized based on the nature of the call. OPD has no official goal for emergency calls but strives to respond in 5 minutes or less. Beat 12 response times for 2007 are as follows:

- Priority 1+ calls (response with red lights and siren) = 5 minutes 2 seconds;
- Priority 1 calls (immediate response without red lights and siren) = 11 minutes 7 seconds; and
- Priority 2 calls (non-emergency response) = 21 minutes 22 seconds.⁹

The OPD uses a metric of 0.5 police calls per year per resident. In 2007, OPD handled an average of 1,176 calls for service per year per patrol officer. The optimum number is no more than 550 calls for service per person per patrol officer. As a result of additional calls for service and because of the priority system in place for call types, wait times for non-emergency calls might be even longer, unless additional patrol officers are hired.

⁹ *Written correspondence with Tom Chronister, Commander, Patrol Support Division, Oxnard Police Department, February 21, 2008.*

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a significant impact could occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the police department.

Project Impacts

Construction

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

Although minor traffic delays may occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times would be minimal and temporary. Therefore, the construction-related impacts of the proposed project to police protection services would be less than significant.

Operation

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

The OPD has stated that its target service ratio is 1.3 officers per 1,000 residents. The 2010 ratio is 1.2 officers per 1,000 residents, slightly below the target. With the addition of new employees and possibly residents, the number of officers would need to increase to maintain the current service ratio. As the Project area is currently an agricultural use, police protection is minimal with little human activity and few structures. With the buildout of the proposed Project, there would be increased activity and need for protection. The OPD has stated that wait times for non-emergency calls would increase while it would

strive to maintain responses to emergency calls in five minutes or less.¹⁰ Oxnard has anticipated the need for additional officers in its OPD Five Year Staffing Plan and plans to add between 49 and 102 officers through June 2009. While current staffing ratios fall below the desired target, the increase in officers would allow the desired target to be met. In addition, response times would decrease with additional officers on patrol. Since Oxnard has planned for population and development increases with additional staffing, the Project's future impacts to police service would be less than significant.

CUMULATIVE IMPACTS

The related projects in Oxnard would increase the demand for police protection services in the Project area. However, expanded police services would be funded via existing revenue to which the proposed Project and related projects would contribute. Each of the related projects would be individually subject to OPD review, and would be required to comply with all applicable safety requirements of the OPD to address police protection services. Significant impacts would be discussed and mitigated as part of the development and environmental review process. Therefore, cumulative impacts to police protection services would be less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of police impacts.

MITIGATION MEASURES

Although the impacts of the proposed Project on police protection services are considered to be less than significant, the following mitigation measures are required to reduce the likelihood of calls for police services:

Construction

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

¹⁰ Written correspondence with Tom Chronister, Commander, Patrol Support Division, Oxnard Police Department, February 21, 2008.

Operation

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

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed Project's impacts on police protection services would be less than significant. The implementation of the recommended mitigation measures M.2-1 and M.2-2 would further reduce impacts of the Project.

IV. ENVIRONMENTAL IMPACT ANALYSIS

M. PUBLIC SERVICES

3. SCHOOLS

ENVIRONMENTAL SETTING

The City of Oxnard is served by four elementary/middle school districts and one high school district. The proposed Project site is within the boundaries of the Rio School District (RSD), which serves northern Oxnard and the El Rio area and provides education services to over 4,200 students through six elementary schools and two middle schools.¹¹ The Oxnard Union High School District (OUHSD) provides education services to over 16,000 students in the cities of Camarillo, Oxnard, and Port Hueneme through six high schools, one continuation school, one alternative education, and one adult school.¹² A seventh high school is in an early planning stage.

The following schools in the RSD would serve the Project site if there were residential uses:

- Rio Rosales Elementary School (K-5), at 1001 Kohala Street; and
- Rio del Valle Middle School (6-8), at 3100 Rose Avenue.¹³

The following high school (9-12) in the OUHSD could serve the Project site if there were residential uses:

- Rio Mesa High School, 545 Central Avenue.¹⁴

The locations of the schools that could serve the Project site are illustrated in Figure IV.M-3. The 2008-2009 enrollments, enrollment design capacities, and number of students above/below capacity for each of these schools are listed in Table IV.M-4. The Rio Rosales Elementary School was sized to serve the approved Northeast Community Specific Plan and future development on the Maulhardt Ranch unincorporated area.

Class Size and Student/Teacher Ratios

In 1996, the California Legislature passed SB 1777, a reform measure aimed at cutting class size. This has led to improvements in student test scores, parental involvement, teacher retention, and narrowing the achievement gap. In the RSD, the average class size was 25.1 and the student/teacher ratio was 21.6:1. In the OUHSD, the average class size was 28.7 and the student/teacher ratio was 24.3:1. The Ventura

¹¹ Rio School District website: <http://www.rio.k12.ca.us/index.html>, July 8, 2008.

¹² Oxnard Unified High School District website: http://www.ouhsd.k12.ca.us/about/our_schools/, July 8, 2008.

¹³ Written correspondence with Mark Krueger, Assistant Superintendent, Business Services, Rio School District, January 6, 2009.

¹⁴ OUHSD website: http://www.ouhsd.k12.ca.us/business_services/boundariesmap.htm, January 12, 2009.

County and California average class size was 27.9 and 27.3, respectively. The Ventura County and California student/teacher ratio was 22.3:1 and 21.2:1, respectively. The RSD has class sizes lower than the county and state average. The OUHSD exceeds the average class size for the county and state.¹⁵

Table IV.M-4
Schools Serving the Project Site

School	Design Capacity	2008-2009 Enrollment ^a	Surplus / (Deficit)	% Used
Rio Rosales Elementary	557	512	45	92%
Rio del Valle Middle	877	726	151	83%
Rio Mesa High	2,007 ^b	2,265	(258)	113%
Source: Written correspondence with Mark Krueger, Assistant Superintendent, Business Services, Rio School District, January 6, 2009.				
^a California Department of Education, Educational Demographics Unit website: http://dq.cde.ca.gov/dataquest/SearchName.asp?rbTimeFrame=oneyear&rYear=2006-07&cName=&Topic=Enrollment&Level=District&submit1=Submit , July 9, 2008.				
^b Oxnard Village Specific Plan Project EIR, No. 06-03				

Open Enrollment Policy

The open enrollment policy is a State-mandated policy that enables students to apply to any regular, grade-appropriate school with designated “open enrollment” seats. The number of open enrollment seats is determined annually. Each individual school is assessed based on the principal’s knowledge of new housing and other demographic trends in the attendance area. Open enrollment seats are granted through an application process that is completed before the school year begins. Students living in a particular school’s attendance area are not displaced by a student requesting an open enrollment transfer.¹⁶

School Fees

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project’s impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws (Government Code Section 65996). The fees are determined annually and would be assessed at the time of building permits were issued.

¹⁵ California Department of Education, January 2006.

¹⁶ News Release, Los Angeles Unified School District, Office of Communications, April 17, 2000.



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Figure IV.M-3
Oxnard School Locations

Developers of Specific Plans in Oxnard have often entered into additional mitigation agreements with the affected school districts to provide needed facilities that offset impacts attributable to their projects.¹⁷

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a project could have a significant effect on the environment if it would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives of the school district.

Project Impacts

If the Project were to include 890 housing units (an optional use), the projected student generation is provided in Table IV.M-5. Both the RSD and the OUHSD provide student generation rates that apply to residential developments. There is no associated rate for business, commercial, industrial, etc. Therefore, impacts will compare the two options for the Project: Option 1 (with 890 residential units) and Option 2 (without residential units). Option 1 would generate 89 elementary school students, 45 middle school students, and 118 high school students for a total of 252 students. Option 2 has no residential units and would not be expected to generate students.

It is likely that some of the students generated by the Project would already reside in Oxnard and would already be enrolled in RSD and OUHSD schools. However, for a conservative analysis, it is assumed that all students generated by the Project would be new students. The nearest elementary school is about 1.35 miles and middle school is about 2.35 miles distant. Although the addition of new students may cause a school to reach or exceed its design capacity, overcrowding by and of itself is a social problem and does not constitute an environmental impact. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. Therefore, with payment of impact fees, impacts related to schools would be less than significant. However, the City supports additional mitigation between the Project and the school districts if applicable.

Table IV.M-5

¹⁷ Written correspondence with Mark Krueger, Assistant Superintendent, Business Services, Rio School District, January 6, 2009.

Proposed Project Student Generation (with residential units)

Land Use	Size	Elementary	Middle	High	Total
Residential	890 du	89	45	118	252
<i>Note: du = dwelling unit K-5: Multi-family (0.10), 6-8: Multi-family (0.05), 9-12: Multi-family-Attached (0.1326) Sources: Written correspondence with Mark Krueger, Assistant Superintendent, Business Services, Rio School District, January 6, 2009. Oxnard Union High School District 2006 School Facility Needs Analysis, from Casden Development Projects Final Environmental Impact Report No. 06-04.</i>					

There may be impacts because the proposed residential uses in the Project site would not be connected to the rest of Oxnard's residential areas. The RSD raised concern that current streets are not designed to allow future school-aged students to safely walk or bike to school. Therefore, permanent vehicle transportation, by car or bus, will be needed. The RSD raised concern that current fields and recreational space on school sites¹⁸ (not city parks, which are identified in the Section M.4, Parks) may become impacted and overused by having more residents in the area. The additional parkland that would be provided if there were 890 housing units, in Mitigation Measure M.4-1 and M.4-2 (identified in Section M.4, Parks), would alleviate this potential problem.

The OUHSD is already at 13% above capacity and planning on a seventh high school. With the addition of 118 students and no increase in school capacity, that number would raise to over 18% above capacity. Both the RSD and OUHSD would require additional busing service to Project students. The applicant would be required to pay required State-mandated school impact fees to OUHSD under the provisions of SB 50. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), payment of these fees is deemed full and complete mitigation.

CUMULATIVE IMPACTS

Related projects will contribute to school demand within Oxnard. The 65 residential related projects would generate 529 elementary, 268 middle, and 701 high school students for a total of 1,498 students (see Table IV.M-6).

Table IV.M-6
Cumulative Student Generation

No.	Land Use	Size (du)	Elementary	Middle	High	Total
1	RiverPark-Morning View	113	11	6	15	32

¹⁸ *Written correspondence with Mark Krueger, Assistant Superintendent, Business Services, Rio School District, January 6, 2009.*

**Table IV.M-6
Cumulative Student Generation**

No.	Land Use	Size (du)	Elementary	Middle	High	Total
2	RiverPark-Veranda	95	10	5	13	28
3	Kenney Duplex conversion	2	0	0	0	0
4	Victoria/Hemlock	116	12	6	15	33
5	Colonial House Mixed Use	40	4	2	5	11
6	RiverPark-Tradewinds II	91	9	5	12	26
7	Arbor View (Mira Loma)	291	29	15	39	83
8	Paseo Nuevo	60	6	3	8	17
9	Unnamed	1	0	0	0	0
10	Reardon Apartments	8	1	0	1	2
11	Ventura/Vineyard	201	20	10	27	57
12	Rose/Pleasant Valley	99	10	5	13	28
13	Single Family Residence	1	0	0	0	0
14	Sixth Street Apartments	8	1	0	1	2
15	Casa De Rosas	5	1	0	1	2
16	MacKay Residence	2	0	0	0	0
17	Duplex	2	0	0	0	0
18	Kelly Residence	1	0	0	0	0
19	Morton Condominiums	7	1	0	1	2
20	Paseo De Luz	43	4	2	6	12
21	Duplex	2	0	0	0	0
22	Press Courier Lofts	52	5	3	7	15
23	Mendoza Units	1	0	0	0	0
24	Gateway Walk	190	19	10	25	54
25	Westwinds II	40	4	2	6	12
26	Las Cortes	501	50	25	66	141
27	Sampson Project	1	0	0	0	0
28	DaL-Villa San Lorenzo	16	2	1	2	5
29	Cervantes Condo Complex	3	0	0	0	0
30	Smith Residence	1	0	0	0	0
31	Artisan Apartments	272	27	14	36	77
32	Promenade	111	11	6	15	32
33	The Market	133	13	7	18	38
34	RiverPark Apartments	400	40	20	53	113
35	Wallin SFD	1	0	0	0	0
36	RiverPark-Luminaria	187	19	10	25	54
37	RiverPark Destination	116	12	6	16	34
38	Cottages (Completed) ^a	0	0	0	0	0
39	Pickett Residence	1	0	0	0	0

**Table IV.M-6
Cumulative Student Generation**

No.	Land Use	Size (du)	Elementary	Middle	High	Total
40	RiverPark-The Avenue	24	2	1	3	6
41	Unnamed	1	0	0	0	0
42	RiverPark-Pacific Crossing	104	10	5	14	29
43	RiverPark-Collage	76	8	4	10	22
44	RiverPark-Meridian	159	16	8	21	45
45	RiverPark-Waypointe	182	18	9	24	51
46	Herzoff SFD	1	0	0	0	0
47	Sandefer SFD	1	0	0	0	0
48	Orbela	105	11	6	14	31
49	North Shore	192	19	10	25	54
50	Beachfront Dwelling	1	0	0	0	0
51	Beretta SFD	1	0	0	0	0
52	Tesoro Residence	1	0	0	0	0
53	White Duplex	1	0	0	0	0
54	Whitecap II	1	0	0	0	0
55	Unnamed	1	0	0	0	0
56	Unnamed	1	0	0	0	0
57	RiverPark-The Landing	78	8	4	10	22
58	Unnamed	159	16	8	21	45
59	Sycamore Senior Village ^b	0	0	0	0	0
60	RiverPark Cabrillo	140	14	7	19	40
61	Casas de la Playa	9	1	0	1	2
62	RiverPark-Westerly II	83	8	4	11	23
63	RiverPark-The Avenue	60	6	3	8	17
64	Seabridge	708	71	36	94	201
65	Dunes Duplex	2	0	0	0	0
Related Projects Total			529	268	701	1,498
<p><i>Note: du = dwelling unit</i> <i>K-5: Multi-family (0.10), 6-8: Multi-family (0.05), 9-12: Multi-family-Attached (0.1326)</i> <i>Sources:</i> <i>Written correspondence with Mark Krueger, Assistant Superintendent, Business Services, Rio School District, January 6, 2009.</i> <i>Oxnard Union High School District 2006 School Facility Needs Analysis, from Casden Development Projects Final Environmental Impact Report No. 06-04.</i> ^a <i>Completed Project, student generation not included.</i> ^b <i>Senior Housing, no student generation.</i></p>						

It is likely that some of the students generated by the related projects would already reside in areas served by the RSD and OUHSD and would already be enrolled in RSD and OUHSD schools. Although, the

addition of new students may cause a school to reach or exceed its designed capacity, the overcrowding does not constitute a significant environmental effect. The addition of an estimated 2,128 students generated by the related projects would be spread out over a larger geographic footprint and might be accommodated by additional schools not identified above. Further, the provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts and impacts related to schools would be less than significant. The payment of these fees by the related projects would be mandatory and would ensure that cumulative impacts upon school services remain less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of school impacts.

MITIGATION MEASURES

M.3-1 The subsequent developer(s) under the specific plan would be required to pay all applicable school fees to offset the impact of additional student enrollment at schools. No other mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Payment of school fees in conformance with SB 50 would address the impacts of the proposed project on local schools if housing is included. Furthermore, in accordance with SB 50, payment of school fees is deemed to provide full and complete mitigation to impacts to schools, pursuant to CEQA. Therefore, impacts on schools would be reduced to a less than significant level.

IV. ENVIRONMENTAL IMPACT ANALYSIS

M. PUBLIC SERVICES

4. PARKS

ENVIRONMENTAL SETTING

The City of Oxnard General Services, Park Division manages all municipally owned and operated recreation and park facilities within the City. In 2006, the department operated and maintained 453 park acres spread over 41 parks, which included 4 lighted softball fields, 3 community gymnasiums, 3 senior centers, 2 soccer fields, 4 youth centers, 2 community centers, and a tennis center.¹⁹ With a 2008 population of approximately 195,000 residents, the department has a ratio of 2.32 acres/1,000 residents. The City Standard is 3 acres/1,000 residents.²⁰ Since 2006, several additional parks have opened and planning and construction is in progress for College Park, Campus Park, Sports Park, and Ormond Beach Gateway Park.

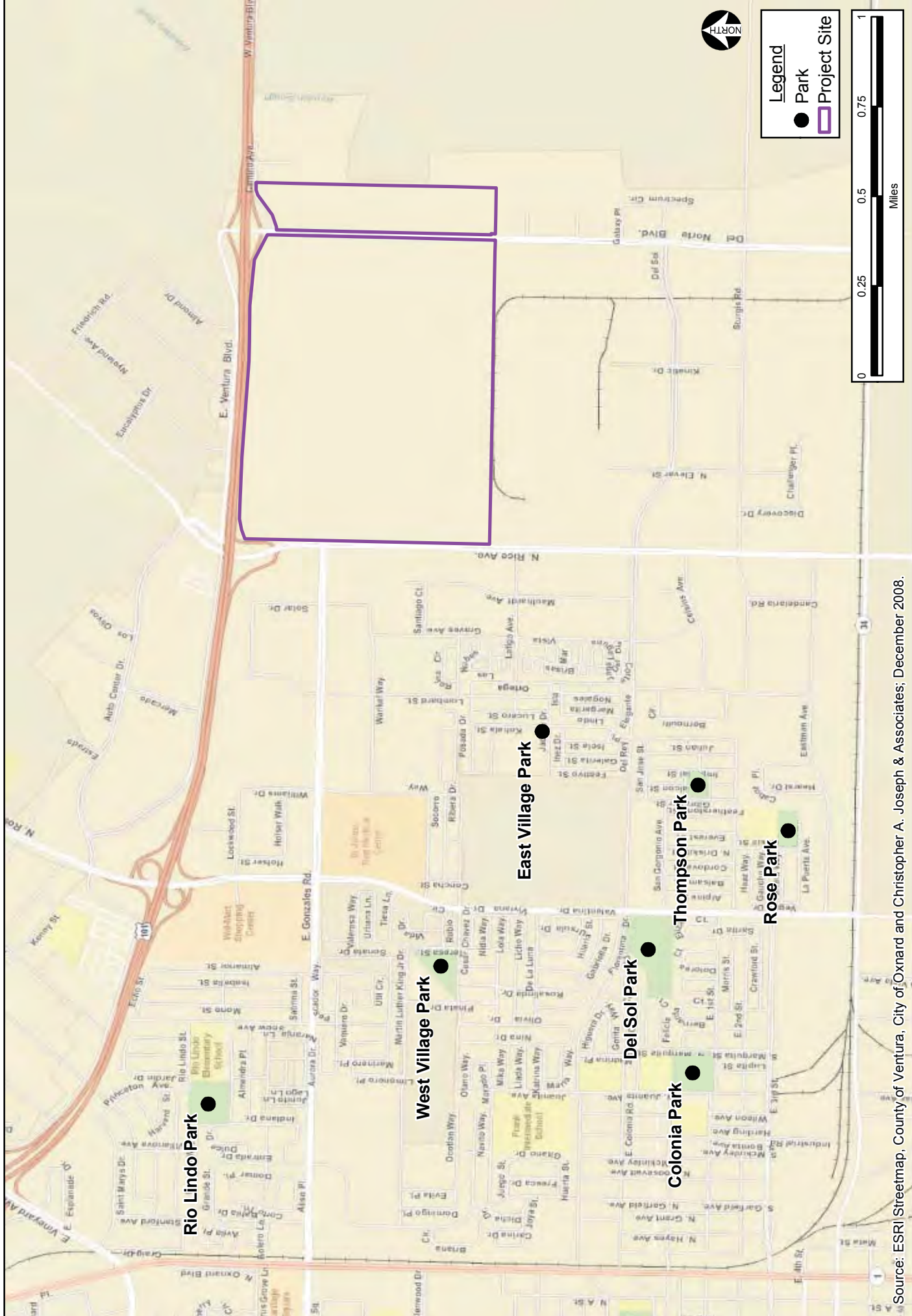
Table IV.M-7, below, includes the immediate park facilities near the Project site. Also see also Figure IV.M-4 for the locations of these parks.

Table IV.M-7
Parks and Recreational Facilities Serving the Project Site

Facility	Location	Type	Services
Thompson Park	201 Imperial	Neighborhood	
Del Sol Park	1500 Colonia Road	Community	Soccer Fields
Colonia Park	170 North Marquita	Community	Softball, Gymnasium, Senior and Youth Centers
Rose Park	La Puerta and Driskill	Neighborhood	Adjacent to Rose Elementary School
Rio Lindo Park	841 Blanca	Neighborhood	
West Village Park	1501 Chavez Drive	Neighborhood	Tennis Courts, Basketball Courts, Playground
East Village Park ^a	Jacinto and Kohala	Neighborhood	
<i>Written correspondence with David Gorcey, Park Development Supervisor, City of Oxnard, April 24, 2006 and revised July 15, 2008.</i>			
<i>^a Proposed 5 acre neighborhood park</i>			

¹⁹ City of Oxnard Summer Recreation Guide 2008 website:
http://www.oxnardrec.org/Uploads/2008_summer_recguide.pdf, June 9, 2008.

²⁰ Written correspondence with David Gorcey, Park Development Supervisor, City of Oxnard, April 24, 2006.



Source: ESRI Streetmap, County of Ventura, City of Oxnard and Christopher A. Joseph & Associates; December 2008.



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Figure IV.M-4
Oxnard Park Locations

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a significant impact could occur if a project would:

- (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives of the parks department;
- (b) 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; or
- (c) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Project Design Feature

The proposed Project would provide 3 acres (130,680 square feet) of neighborhood open space and pay Quimby fees if the 890 residential units option is chosen for development. There would be no park if the non-residential option is chosen. However, each subsequent development would be evaluated for the need of an employee outdoor “lunch” area and/or bicycle facilities.

Project Impacts

Typically, residential developments have the greatest potential to result in impacts to parks and recreation facilities. This is a result of residential developments generating a permanent increase in the population. In general, employees are not likely to have the time to use parks and recreational facilities during working hours, and are more likely to use parks and recreational facilities near their homes during non-work hours. The proposed Project with residential uses would result in an increase of approximately 3,507 permanent residents to the Project site (see Section IV.L, Population and Housing). Although the proposed Project would provide 3 acres of open space and Quimby fees, the net project population increase generate additional demand for community-level recreation and park services when the Project is complete. Applying the City standard of three acres of parkland per 1,000 residents, the additional residents created by the Project would demand an equivalent of 10.5 acres of recreational space and uses.²¹

²¹ $3,507 \text{ persons} \times 3 \text{ ac}/1,000 \text{ persons} = 10.5 \text{ acres}$

However, with the inclusion of a 3 acre (5 acre under the Housing alternative) neighborhood park and payment of Quimby fees, potential impacts to parks as a result of proposed Project would be reduced to a less than significant level.

CUMULATIVE IMPACTS

The proposed project, in combination with the related projects, would be expected to increase the cumulative demand for parks and recreational facilities. There are 67 related projects in Oxnard that would generate residents and, therefore, would combine with the proposed Project to create a cumulative demand for parkland in the Project area. In general, commercial and industrial projects generate employees who would be more likely to patronize park and recreational facilities near their homes during non-work or non-school hours.

As discussed in Section IV.L, Population and Housing, the residential related projects would generate 22,198 residents. Applying the city standard of three acres of parkland per 1,000 residents, the additional demand is equivalent to 66.6 acres of recreational space.²² Park impacts associated are reduced through developer fees, conditions of approval, and environmental review procedures. The proposed project's contribution would be less than cumulatively significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of parks impacts.

MITIGATION MEASURES

No mitigation measures required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

²² 22,198 persons x 3ac/1,000 persons = 66.6 acres

IV. ENVIRONMENTAL IMPACT ANALYSIS

M. PUBLIC SERVICES

5. LIBRARIES

ENVIRONMENTAL SETTING

The Oxnard Public Library (OPL) provides library services throughout the City at three locations: Downtown Main Library, South Oxnard Center Library, and the Colonia Branch Library. The OPL has nearly 400,000 items in its collections. Library policy is guided by the Strategic Plan of Service, which defined six issues facing the library:

1. Maintain a community focus as the community undergoes rapid social and economic change
2. Enhance and support technology-based services and electronic information resources
3. Provide services, resources, and programs that celebrate the diversity of the community
4. Make the Library a teaching and learning organization capable of responding to new service demands
5. Evaluate the Library environment and the need for additional hours and facilities
6. Develop a marketing strategy to create an awareness of Library resources and events²³

The State of California has library standards that set a goal of 0.5 square feet of library facility per resident.²⁴ The 1996 American Library Association (ALA) minimum standard for public library space was 0.6 square feet per person residing in the library's service area. In the 1990s, the ALA standard was increased to 1.0 square feet per resident. Table IV.M-8 shows the need for additional library space to adequately serve the Oxnard community through 2020.

The OPL has recommended building a new 30,000 to 35,000 square foot facility to better serve the library informational and literacy needs of schools, and residents of low-income communities. The ideal location for the new library is south of Gonzales Road, west of Rich Avenue, east of Rose Avenue, and north of Camino del Sol. Providing a larger library is in line with the City's goal of public safety, especially for youths.

²³ Oxnard Public Library website: <http://www.oxnard.org/plan.html>, March 13, 2008.

²⁴ City of Los Angeles, *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report*, pages 2.13-1 & 2.13-2, January 1995.

Table IV.M-8
Library space needs through 2020

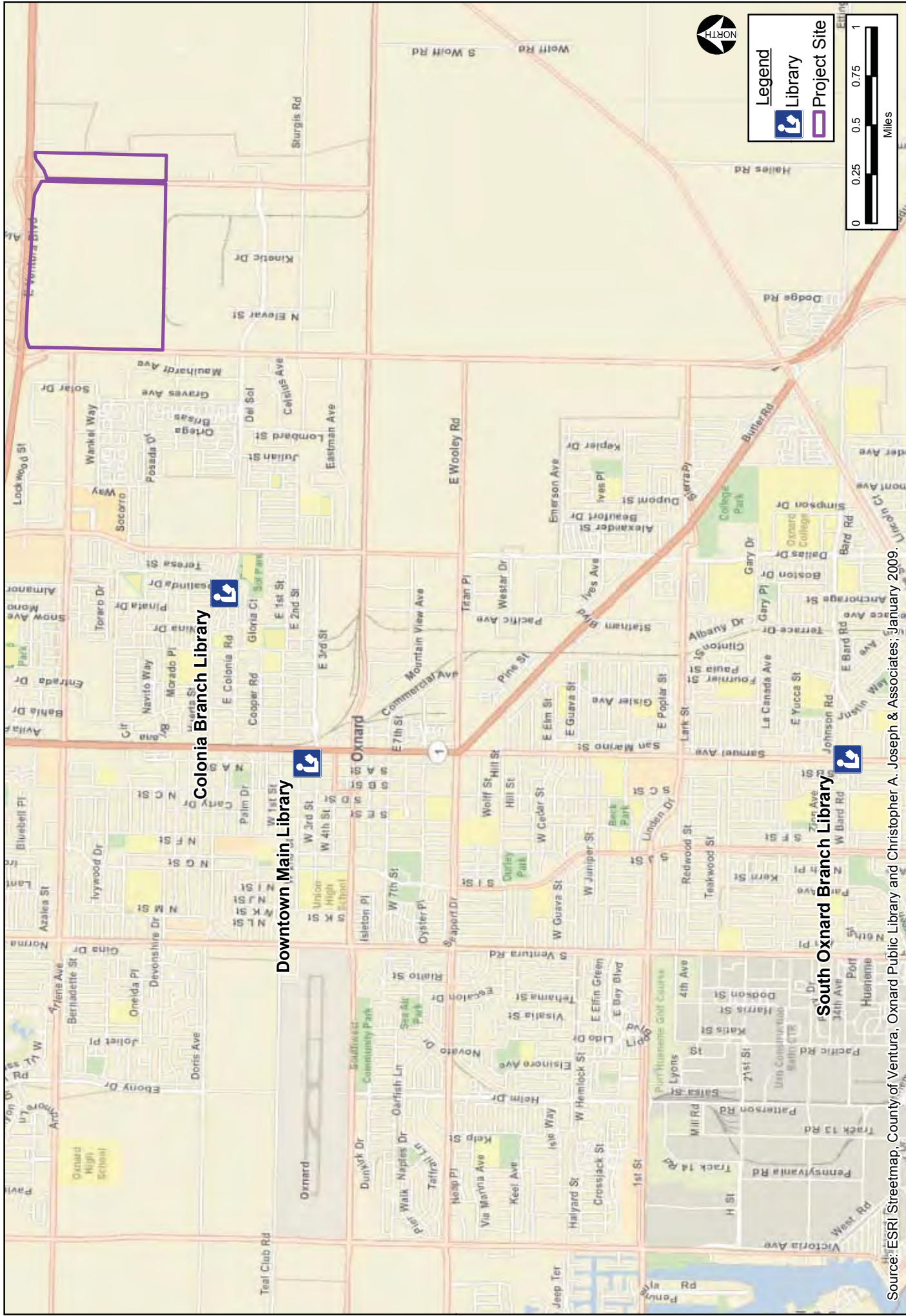
Year	Population ^b	1.0 sf Standard	No. of branches	Square footage	Additional sf needed	Additional branches needed
2005	186,100	186,100	3	76,580	105,420	5
2007 ^a	192,000	192,000	3	95,580	96,420	4.82
2010	197,532 (est.)	197,532	--	--	101,952	5.1
2015	208,005 (est.)	208,005	--	--	106,053	5.3
2020	218,194 (est.)	218,194	--	--	122,614	6.13
<i>Note: sf = square feet, est. = estimate</i> ^a South Oxnard Branch Library (23,000 sf) opened in 2006. ^b 2003 population estimates from Department of Finance, 2010, 2015, 2020 population estimates from SCAG, Socioeconomic Trend Projections for the 2004 Regional Transportation Plan. Source: Written correspondence from Robin Middleton, Library Services Supervisor, Oxnard Public Library, April 13, 2006.						

The Downtown Main Library is located at 251 South “A” Street, the South Oxnard Branch Library is located at 4300 Saviers Road, and the Colonia Branch Library is located in the Family Investment Center at 1500 Camino del Sol, Room #26 (see Figure, IV.M-5 for location and Table IV.M-9 for features). The Colonia Branch would serve the project and is open Monday through Thursday from 12 pm to 6 pm for a total of 24 hours. Surveys completed for the community needs assessment indicated a strong preference for extending hours to mornings, evenings, and weekends. The surveys indicated the top five services needed are: 1) computer classes, 2) internet access, 3) tutoring and homework assistance, 4) children’s storytime services, and 5) English-as-a-Second-Language classes.²⁵

Table IV.M-9
Library Serving the Project Vicinity

Library	Size	Collection	Computers	Staff Positions	Library Service Population
Colonia Branch	580 sf	12,280 volumes	6	1.75 FTE	23,649 persons
<i>Notes: sf = square feet, FTE = full time equivalent</i> Source: Written correspondence from Robin Middleton, Library Services Supervisor, Oxnard Public Library, April 13, 2006.					

²⁵ Written correspondence from Robin Middleton, Library Services Supervisor, Oxnard Public Library, April 13, 2006.



Source: ESRI Streetmap, County of Ventura, Oxnard Public Library and Christopher A. Joseph & Associates, January 2009.



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Figure IV.M-5
Oxnard Library Locations

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a significant impact could occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

Project Impacts

If the Project includes 890 housing units, it would increase the demand for library services, with the addition of approximately 3,507 residents. Without the housing, the proposed Project would introduce new employees. In general, employees of commercial and industrial uses are not likely to patronize libraries during working hours, as they are more likely to use libraries near their homes during non-work hours.

Based on the ALA standard of 1.0 square foot of library space per person, the proposed Project with housing would generate need for 3,507 square feet of library space.

According to the OPL, the Colonia Branch does not currently meet the needs for library service in the area. It serves a population of approximately 23,649 in a 580 square foot room. The recommended size for this location should be 23,649 square feet. With the additional recommended 3,507 square feet, the branch should be approximately 27,156 square feet. The OPL staff has recommended building a new 30,000 to 35,000 square foot facility to serve this area of the City.

Therefore, the impacts of the Project with residential uses would be considered potentially significant. Payment of the Growth Development Fee would be put toward building the new recommended facility to reduce the potentially significant impact to less than significant levels.

The Project without residential uses would not create a demand on library services. Therefore, impacts to library services under this development scenario would be less than significant.

CUMULATIVE IMPACTS

The proposed Project, in combination with the related projects, would be expected to increase the cumulative demand for library services in the project area. There are 67 related projects that would generate residents. In general, the other related projects (commercial and industrial) would generate employees who would not be expected to use library facilities to a great extent, as they typically would not have long periods of time during their work or school days to visit libraries, and would be more likely to patronize libraries near their homes during non-work or non-school hours.

As discussed in Section IV.L, Population and Housing, the residential related projects would generate 22,198 residents. Therefore, based on the ALA standard of 1.0 square foot of library space per person, the proposed Project would generate need for 22,198 square feet of library space. The OPL staff has recommended building a new 30,000 to 35,000 square foot facility to serve this area. Payment of the Growth Development Fee would contribute toward building the new recommended facility.

The Colonia Branch does not currently meet the demands of the surrounding community. The cumulative demand of the residential related projects may therefore present a potentially significant impact. However, with payment of the library mitigation fees recommended below, the potentially significant cumulative impacts would be reduced to less than significant. Therefore, the related projects' impact on libraries would be less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of library impacts.

MITIGATION MEASURES

No mitigation measures required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES

1. WATER SUPPLY

ENVIRONMENTAL SETTING

Water Supply Sources

The City of Oxnard owns and operates its own municipal water supply system. In this capacity, the City is responsible for ensuring that potable water demand is met and that State and federal water quality standards are achieved. The City's water supply consists of a blend of local groundwater produced through the City's own groundwater wells, local groundwater that the City purchases from the United Water Conservation District (UWCD), and imported surface water purchased from the Calleguas Municipal Water District (CMWD). The CMWD is a member agency of the Metropolitan Water District (MWD) of Southern California, from which it purchases State Water Project water. The City's water system includes five blending stations where imported water is blended with local water. The City currently tries to achieve a blending ratio of one part imported water to one part local water in order to balance water quality and water supply costs.

A detailed certified Final EIR discussion of long-term water supply reliability was recently completed for the Oxnard Village Specific Plan project (SCH 2006101099), Section 4.14, pages 4.14 through 4.14-40. The Groundwater Recovery Enhancement and Treatment (GREAT) Program is the City of Oxnard's adopted and active long-range water supply strategy to combine wastewater recycling, groundwater injection, and groundwater desalination to make more efficient use of existing local water resources to meet projected water supply needs of the City. The EIR for the GREAT Program (SCH 2003011045) and the Oxnard Village Specific Plan EIR are hereby both incorporated by reference and available for review at the City of Oxnard Planning Division's Internet site (<http://development.services.cityofoxnard.org>).

Groundwater

Oxnard currently has four active wells located at the City Water Division Yard on 3rd Street. Well Nos. 22 and 23 are Upper Aquifer System wells and Well Nos. 20 and 21 are Lower Aquifer System wells. Each system has an active pumping capacity of approximately 6,000 gpm for a total of 12,000 gpm. The wells pump groundwater from the Oxnard Aquifer into a 220,000-gallon clear well reservoir. The City's second source of groundwater comes from UWCD's system. UWCD's El Rio groundwater well field is located at the El Rio Spreading Grounds. UWCD diverts Santa Clara River water at the Vern Freeman Diversion Dam northwest of Saticoy and delivers a portion of the water to the spreading grounds via pipeline. The water is then pumped directly through UWCD's Oxnard-Hueneme (O-H) Pipeline to the five blending stations.¹

¹ City of Oxnard, *General Plan Update June 2006, Infrastructure and Community Services*.

Groundwater purchased from UWCD has historically made up approximately 25% of the City's water supply and the groundwater pumped from City wells another 25%. However, with the recent addition of the Blending Station No. 1 Desalter, the City intends to increasingly rely on local groundwater while fixing or reducing its imported water purchases. The City is capable of making this transition without compromise to its overall water quality because it can now desalt a portion of its local groundwater supplies. Local groundwater is generally pumped from the Oxnard Plain Groundwater Basin. A description of the local groundwater aquifers is provided in the City's 2005 Urban Water Management Plan (UWMP). The groundwater supplies upon which the City relies are regulated through the Fox Canyon Groundwater Management Agency (FCGMA), which is an independent special district created by the California Legislature in 1983 to manage the groundwater resources within the groundwater basins underlying southwestern Ventura County. The FCGMA has jurisdiction over an area of approximately 185 square miles, including the City's main groundwater supply aquifers, the Oxnard Forebay and the Oxnard Plain basins. As described below, the FCGMA has established a series of water management policies and programs that are intended to protect the long-term integrity and reliability of the local groundwater resources within its jurisdiction. The primary FCGMA regulatory tool is Ordinance 8.1. In meeting its goals in managing the local groundwater basins, the FCGMA has also adopted several resolutions and recently updated its Groundwater Management Plan, as discussed below.

The FCGMA's primary groundwater preservation program is embodied in Ordinance 8.1, which (a) requires all groundwater wells to be registered with the agency, (b) requires all groundwater use to be reported to the agency, and (c) limits the amount of groundwater that may be pumped from within the agency's jurisdiction without the payment of a significant pumping surcharge (financial payment set at a rate roughly equivalent to the cost of purchasing a similar quantity of imported water).

The FCGMA controls groundwater pumping through an allocation system. Each municipal and industrial groundwater user within the FCGMA, including the City, has an established groundwater pumping allocation, which the FCGMA monitors. The FCGMA imposes a nominal pump charge (currently \$4 per acre foot) for all pumping within the established allocation. Any pumping above the allocation is subject to the pumping surcharge although the FCGMA is concerned that the amount of credits is unrealistic given the actual or feasible capacity of the aquifers.

FCGMA policy also allows groundwater users to "bank" any unused groundwater allocation in the form of credits. For example, if the City limits its groundwater use to less than its annual allocation, it earns a conservation credit. Similarly, if "foreign water" (including recycled water) is used in-lieu of groundwater pumping and/or recharged into the local aquifers, additional credits (either conservation or storage) may be accrued. These credits may be used to offset any pumping in subsequent years to avoid payment of the FCGMA surcharge.

In addition to its own groundwater allocation, the City holds a water supply contract (the Oxnard Hueneme Pipeline Water Supply Contract) with the UWCD. Pursuant to this contract, UWCD holds FCGMA allocations and credits for the benefit of the City. UWCD exercises this allocation when it delivers groundwater to the City from UWCD wells in the Forebay Basin. Several other features of the FCGMA allocation and credit regulatory program are also important to the overall water supply and reliability assessment for the City. First, the FCGMA grants the City additional groundwater allocation

when the City takes over water service responsibility for newly developed lands. For example, when agricultural lands are converted to municipal uses (e.g., commercial, industrial, or residential uses), the City obtains additional allocation. When the City takes over service responsibility to property already committed to municipal uses, the City takes over the existing allocation and credits previously dedicated to those lands.

As a method of reducing overall demands on local groundwater supplies, the FCGMA has implemented a staged “cutback” policy, through which it has reduced municipal and industrial (M&I) allocation in increments of 5 percent, over a period of 25 years. As of July 1, 2009, M&I pumpers have had a total of 20 percent cutback in their historical allocations. A final 5 percent cutback (for a total of 25 percent) was implemented on January 1, 2010. The FCGMA does not prohibit pumping beyond the M&I allocations, however extractions beyond the pumping allocations are subject to a surcharge. The City has managed its total FCGMA allocation to establish and maintain approximately 30,000 acre feet (AF) in FCGMA groundwater conservation credits associated with its own wells and an additional 7,000 AF of credits held with UWCD. The City uses its groundwater credit “bank” conjunctively with its imported supplies. During periods when imported supplies are restricted or when other operational considerations warrant it, the City relies more heavily on local groundwater, using a portion of its accumulated credits. During other periods, the City will reduce its groundwater use below its historical allocation to replenish its credit “bank.”

FCGMA Groundwater Management Plan

Along with the regulatory tools described above, the FCGMA also promotes responsible groundwater management through the implementation of its Groundwater Management Plan (GMP). The FCGMA updated its operative Groundwater Management Plan in May 2007. Although the GMP contains a wide variety of programs that will further the FCGMA’s goals of preserving the local groundwater basin resources, there are two cornerstone strategies articulated in the GMP: (a) aggressive development and use of recycled water in lieu of groundwater and (b) reduction in local groundwater pumping in certain areas that are difficult to recharge and are prone to localized over-pumping. These strategies call for these stressed areas to be supplied with alternative sources (e.g., recycled water, surface water, or groundwater obtained from areas easily recharged). In turn, the conservation credits developed from the reduced pumping in the stressed areas will be transferred for use in and around the Oxnard Forebay Basin because the Forebay is easily recharged.

The City is a primary participant in implementing these strategies. The City’s GREAT Program and the M&I Supplemental Water Program, both discussed below, are examples of these strategies. The GREAT Program will ultimately provide over 20,000 acre feet per year (AFY) of highly treated recycled water for regional use. The M&I Supplemental Water program currently offsets approximately 4,000 AFY of groundwater pumping in locally stressed areas.

M&I Supplemental Water Program

The M&I Supplemental Water Supply Program provides surface water originally derived from outside the FCGMA, diverted from the Conejo Creek Diversion, to the Pleasant Valley County Water District (PVCWD) for agricultural irrigation. The PVCWD then transfers the groundwater conservation credits it

earns from reducing its groundwater pumping to CMWD, which then transfers them to the UWCD. The UWCD then pumps groundwater from the Oxnard Forebay Basin and provides it to its retail water purveyors, primarily the City of Oxnard. By virtue of this program, the City is able to access additional low cost groundwater supplies while also participating in a program that helps optimize groundwater recharge in key areas within the FCGMA. The current program yields approximately 4,000 AFY on average.

It should be noted that the FCGMA and UWCD have safeguards in place to limit the pumping in the Oxnard Forebay Basin so that this portion of the aquifer is not stressed beyond its capability. For example, the M&I Supplemental Water Program allows the UWCD to temporarily suspend deliveries when groundwater levels have dropped below a certain threshold. During these periods, the City can obtain its needed groundwater by shifting its pumping to wells in the Oxnard Plain outside of the Forebay.²

Recent modeling work performed in conjunction with the M&I Supplemental Water program demonstrates that it is highly unlikely that any restrictions on use of the credits generated through the program will be required. In other words, the shifting of pumping from the Pleasant Valley Basin to the Forebay and surrounding Oxnard Plain has proven to be a very effective method of improving the overall reliability and integrity of local groundwater resources.

Given the very limited uncertainties in the future management of the M&I Supplemental Water Supply Program, the City has incorporated it into its future planning as a fixed, firm water supply. As noted in the 2009 Addendum to the WSA³, the yield of the M&I Supplemental Water Program is anticipated to decline over the next 10-15 years.

Imported Water

Oxnard's imported water supply originates in Northern California and is conveyed over 500 miles to Southern California through the State Water Project's system of reservoirs, aqueducts and pump stations. Water is filtered and disinfected at the Metropolitan Water District's (MWD) Joseph Jensen Treatment Plant (JJTP) in Granada Hills, which can filter up to 750 million gallons per day (gpd).⁴ MWD uses chloramines to disinfect its water to ensure against forming certain by-products like Trihalomethanes (THMs), which result when chlorine is added to water with naturally occurring organics. CMWD receives the treated water from MWD via pipeline and either stores the treated water in Lake Bard near Moorpark or feeds the water directly to the Springville Reservoir near Camarillo. The Springville

² Fox Canyon Groundwater Management Agency, 2007; cited in the Final Environmental Impact Report for the Ormond Beach Specific Plan, page 3.3-29.

³ Cited in the Final Environmental Impact Report for the Ormond Beach Specific Plan, page 3.3-29.

⁴ Metropolitan Water District website: <http://www.mwdh2o.com/mwdh2o/pages/yourwater/plants/jensen01.html>, June 10, 2008.

Reservoir in turn provides pressurized water directly through the Oxnard Conduit to the five blending stations.⁵

Calleguas Municipal Water District (CMWD)

CMWD is a municipal water district that was formed in 1953 to import and distribute water in northwestern Los Angeles County and southern Ventura County. The CMWD became a member agency of (MWD) in 1960. The CMWD is largely a pass-through, wholesale water agency and obtains most of its potable water supplies from the MWD. It purchases imported water from the MWD, operates a groundwater bank within eastern Ventura County, and provides wholesale water service to cities, public districts, investor-owned utilities, and other customers within its service area, including the City. The CMWD published an urban water management plan in 2005 (the CMWD 2005 UWMP), which sets forth the agency's historical, current, and projected water demands and supplies.

Effective January 1, 2003, the City entered into a ten-year Purchase Agreement for Imported Water (Purchase Agreement) with the CMWD. Pursuant to that agreement, the City has a base allocation of 17,379.4 AFY and an unlimited right to purchase additional water at the CMWD Tier 2 (higher) price. If the City and CMWD do not enter into a new or extended water purchase agreement after the ten-year term of the existing agreement, it is anticipated that the CMWD will deliver water under its prior practice of providing water without a contract based on the CMWD's statutory obligation to deliver water to qualified customers located within the CMWD service area. That practice was in place from the formation of the CMWD through the end of 2002 and resulted in the delivery of fully reliable water supplies to the City. Therefore, based on historical experience, it is substantially likely that the reliability of CMWD supplies will be the same whether the City purchases water from CMWD with or without a contract. In other words, the City's current and projected future water demand was included in the regional demands analyzed in the CMWD 2005 UWMP.

According to the CMWD's UWMP, based on the CMWD's current water supply portfolio, it will have a supply surplus ranging from 2 to 30 percent for the normal water year, single dry-water year, and multiple dry-water year scenarios. Thus, the CMWD has indicated that it will have sufficient water supplies to meet all water demands in its service area, including those of the City, through 2030. The following sections summarize the basis for the CMWD's assertion that it controls adequate water supplies through the relevant period and analyze whether events occurring after adoption of the CMWD 2005 UWMP have affected the reliability of that statement. As described below, the CMWD's assertion was and continues to be reasonable and supported by substantial evidence, and no subsequent events would require that conclusion to be changed.

The CMWD purchases essentially all of its potable supply from the MWD. To meet overall water demands for the region, the CMWD has developed a local groundwater banking program and also participates in several local reclaimed water projects and conservation programs. Like the City, many of

⁵ City of Oxnard, *General Plan Update June 2006, Infrastructure and Community Services*.

the CMWD customers extract groundwater from the local groundwater basins. Each of these sources of supply is discussed below. The MWD is a consortium of cities and wholesale water districts that is responsible for importing drinking water for approximately 18 million people in Los Angeles, Orange, San Diego, Riverside, San Bernardino and Ventura counties. The MWD obtains the water that it imports from two major sources: the Colorado River and the State Water Project (SWP) operated by the California Department of Water Resources (DWR). Each of these sources is described below, as are efforts by the MWD to diversify its sources of supply and increase storage of water within its service area to enhance the reliability of its two main sources.

The CMWD purchases water from MWD based on its status as a member agency. Currently, the MWD delivers water to its member agencies based on a purchase order system, which the MWD adopted as part of a new rate structure in 2002 to ensure the development of reliable water supplies for the future and support its vision of being the dominant regional water supplier. To achieve this, the MWD called for its member agencies to enter into voluntary purchase orders, according to which member agencies agree to purchase a minimum amount of non-interruptible water for 10 years. The water does not need to be purchased in any single year, but only as a cumulative amount over the entire ten-year period. The MWD benefits from the purchase order system because the agency can use those orders as the basis for its water supply planning efforts. In exchange for committing to purchase a minimum amount of water, the MWD allows member agencies to purchase water up to 90 percent of their highest historical purchases at the MWD's Tier 1 rate. The Tier 1 rate reflects the average supply cost of water from the SWP and Colorado River, but excludes the MWD's costs for the development of new supplies (these costs are included in a Tier 2 rate that the MWD imposes for purchases in excess of the 90 percent mark). This price differential incentivizes member agencies to reduce their historical imported water purchases by at least 10 percent. The benefit to a member agency from submitting a purchase order is that it is able to acquire water supplies from the MWD at a lower cost than if it did not submit a purchase order. The submission of a purchase order does not, however, guarantee the delivery by the MWD of the amount of water ordered. Water deliveries depend upon the availability of water in the MWD's supply portfolio during the relevant period.

Pursuant to the MWD program, the CMWD has submitted a purchase order for the period from January 1, 2003, through December 31, 2013, that allows for the purchase of up to 103,801 AFY at Tier 1 rates and requires minimum purchases over the ten-year period of a total of 692,003 AF, an average of 69,200 AFY. According to the MWD's Draft 2005 UWMP, the CMWD has reported that its purchases have remained below its annual maximum, and it is on track to meet its minimum purchase obligation. MWD practice of employing purchase orders is a change from the longstanding historical practice by which MWD and its member agencies, such as the CMWD, had no contracts for the purchase and sale of water. Under that historical approach, the CMWD would purchase water from the MWD as needed to meet its demands and then re-sell that water to its respective customers, including the City, on a similar basis. In a drought or similar situation, the MWD has the ability, but has never historically acted, to distribute available supplies based on "preferential rights," which would be determined based on each member agency's relative portion of property tax assessments cumulatively paid to the MWD. Under the Municipal Water District Act (California Water Code §§ 71000-73001), neither the City nor any other CMWD customer has a preferential right to any specific amount of water held by CMWD. As under the

current purchase order system, a member agency's ultimate ability to purchase water of sufficient quantities for its demands depended on the MWD's overall supply reliability. Thus, the relationship between the CMWD and the MWD is parallel to that between the City and CMWD.

Overview of the MWD Water Supplies

Based on the water supply planning requirements imposed on its member agencies and ultimate customers (e.g., urban water management plans, water supply assessments, written verifications), the MWD has adopted a series of official reports on the state of its water supplies. As described below, the MWD has consistently stated that its water supplies are fully reliable to meet the demands of its customers, under all hydrologic conditions, through at least 2030. In March 2003, the MWD published a document titled the Report on Metropolitan's Water Supplies: A Blueprint for Water Reliability (Blueprint Report). The objective of the Blueprint Report was to provide member agencies, retail water utilities, and cities and counties within the MWD service area with information to assist in the preparation of their urban water management plans, water supply assessments, and written verifications. The Blueprint Report stated that the approach taken to evaluate water supplies and demands was consistent with the MWD's 2000 Regional UWMP. MWD utilized SCAG's regional growth forecast in calculating regional water demands for its service area. Thus, the MWD considered the City's water demands in the Blueprint Report. The Blueprint Report fully discusses the MWD's historical and projected deliveries of Colorado River and SWP water. It is incorporated by this reference and provides a summary of the water supplies available from the MWD to serve projected water demands. This document also includes supplemental information to reflect changes in the MWD's water supply planning and circumstances since publication of the Blueprint Report. The conclusion of the Blueprint and supplemental information published by the MWD, such as its Integrated Resources Plan Update and annual Implementation Reports, is that with its current water supply portfolio and planned actions, the MWD will have sufficient water to deliver to the CMWD (and the City) to meet all of the water demands within the CMWD service area, for the next 20 years.

By comparing total projected water demands and conservatively estimating water supplies over the next 20 years, MWD has found that if its supply programs were implemented under its Integrated Resources Plan, "[b]ased on water supplies that are currently available, [MWD] already has in place the existing capability to...[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) over the next 20 years" in average, wet, multiple dry and single dry years. In multiple dry years, MWD reports that it will "[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) even under the repeat of the worst multiple-year drought event over the next 15 years," while in a single dry year it can "[m]eet 100 percent of its member agencies' projected supplemental demands (consumptive and replenishment) even under the repeat of the worst single-year drought event over the next 15 years." The MWD's additional reserve supplies will provide a "'margin of safety' to guard against uncertainties in demand projections and risks in fully implementing all supply programs under development."

Colorado River

The MWD diverts water from the Colorado River at Lake Havasu on the California/Arizona border and conveys it across the Mojave Desert via the agency's Colorado River Aqueduct to Lake Mathews near Riverside. From there, the MWD pumps the water into its feeder pipeline distribution system for delivery to its member agencies throughout Southern California. The MWD possesses the right to divert water from the Colorado River pursuant to a contract with the U.S. Secretary of the Interior under Section 5 of the federal Boulder Canyon Project Act. The Blueprint Report includes a description of the MWD's 550,000 AFY base apportionment water right, along with the Colorado River supply projects that the MWD is implementing to maximize the reliability of Colorado River supplies. Following distribution of the Blueprint Report, the Quantification Settlement Agreement (QSA) and other related agreements were approved on October 10, 2003, related to the supplies of all the California users of the Colorado River, including the MWD. Signing of the QSA and related agreements will allow implementation of the Colorado River supply projects identified in the Blueprint Report, as well as other projects. The MWD described the QSA and related agreements and their impact on the reliability of the MWD's supplies in its 2006 Integrated Water Resources Plan Implementation Report.

According to the MWD, it is expected that its fourth priority apportionment of 550,000 AF of Colorado River water will be available every year for the next 20 years. This supply is "expected to be available during all year types, including wet, average, single dry-year, and multiple dry-year weather."

Current challenges facing the MWD's Colorado River supply include risk of continued drought in the Colorado River Basin and pending litigation that may threaten implementation of part or all of the QSA. The MWD has been aggressively preparing for these two risks to its Colorado River supply for many years.

Programs that will help to implement the QSA and meet Colorado River water supply targets and that are either currently in operation, close to completion, or in progress include the following:

- The Imperial Irrigation District (IID) and the MWD water conservation and transfer program;
- The Coachella and All-American Canal lining projects;
- The IID and San Diego County Water Authority (SDCWA) water transfer;
- The Palo Verde Irrigation District land management and crop rotation program; and
- The Interim Surplus Guidelines adopted by the U.S. Secretary of the Interior.

The MWD is actively working to implement several of these QSA-related programs. In addition, the MWD is participating in the Intentional Created Surplus program to store water in Lake Mead for withdrawal during dry years. During 2006 and 2007, MWD stored 50,000 AF of water in Lake Mead that it had saved under the Palo Verde Irrigation District Land Management and Crop Rotation Program. Collectively, these programs are expected to maintain the reliability of the MWD's Colorado River supplies.

The MWD's fourth priority apportionment of Colorado River water has been delivered to the MWD every year since 1939, in all hydrologic year types. By existing contract, this supply "will continue to be

available in perpetuity” due to California’s senior rights on the Colorado River. The MWD has affirmed that “[t]he historical record for available Colorado River water indicates that Metropolitan’s fourth priority supply has been available in every year and can reasonably be expected to be available over the next 20 years.” Thus, according to the MWD, its Colorado River supply is secure through at least 2025. Pursuant to the analysis in more recent the MWD assessments of its water supplies, there are no substantial challenges that are currently predicted to arise between 2025 and 2030. Therefore, the same reliability that the MWD declared through 2025 is also applicable through 2030, the time period covered by this document.

The second challenge to the MWD’s Colorado River supplies is the pending litigation concerning the QSA and related agreements. That litigation has taken two forms: (1) a series of lawsuits against the lining of the All-American Canal and (2) a series of lawsuits which challenge the IID/SDCWA transfer. The All-American Canal litigation has been litigated and resolved in favor of the QSA parties, thus, increasing the certainty of the MWD’s Colorado River supplies since the publication of the Blueprint Report.

Several lawsuits against the IID/SDCWA transfer were brought by the County of Imperial, various landowners within IID, and environmental advocacy groups. These suits have been consolidated in Sacramento County Superior Court. In two of those lawsuits, the County of Imperial sued the State Water Resources Control Board (SWRCB), IID, and SDCWA regarding the legitimacy of the QSA approvals. In November 2004, the Superior Court dismissed those cases with prejudice on the ground that the County had failed to name MWD and the Coachella Valley Water District as necessary and indispensable parties to the actions on a timely basis. Thereafter, the County appealed that decision and the Court of Appeal affirmed the dismissal in 2007, which lifted a stay on the other QSA cases. In addition, several demurrers have been filed and sustained in the consolidated cases, reducing the number of causes of action pending in the litigation. As of the date of this document, the water transfer challengers’ motions for preliminary injunction have been denied, and thus, the parties are free to implement the provisions of the QSA, as appropriate. While all significant issues in the QSA litigations have been resolved in favor of the MWD and the other QSA parties to date, including the entire All-American Canal case, it is impossible to predict with absolute certainty how the remaining litigation will be resolved. The MWD is actively involved in the litigation, however, and plans to defend the QSA fully to prevent any impacts to its Colorado River supplies.

State Water Project

The MWD possesses a contract with the DWR that entitles it to water from the SWP. The MWD’s share of the total SWP supply is approximately 46 percent based on its contracted Table A amount of 1,911,500 AFY. This supply is diverted from the Feather River at Lake Oroville, released and conveyed through the Sacramento-San Joaquin River Delta (“Delta”), and rediverted at the Harvey O. Banks Delta Pumping Plant for conveyance through the California Aqueduct to Southern California and the MWD. The MWD described and analyzed the reliability of its SWP supplies in the Blueprint Report. The MWD estimated the availability of the SWP supplies “according to the historical record of hydrologic conditions, existing system capabilities, requests of the state water contractors and the SWP contract provisions for allocating Table A, Article 21 and other SWP deliveries to each contractor.” The MWD estimated that in 2025, it

will have 794,700 AF available in multiple dry years, 418,000 AF in a single dry year, 1,523,300 AF in an average year, and 1,741,000 AF in a wet year. The MWD's contract with DWR expires in 2035, at which time the MWD has an option to renew under the same basic conditions.

Following publication of the Blueprint Report, the SWP supplies have been challenged through environmental litigation concerning the Delta. In addition, the MWD has acknowledged that conveyance of water through the Delta can present challenges for SWP supplies due to water quality and environmental issues that can affect pumping operations.

Litigation

Specific threats to the SWP include litigation concerning the Delta. In 2007, two courts ruled that California's major water delivery systems — the SWP and the Central Valley Project (CVP) — were violating state and federal environmental laws regarding a threatened fish species, the Delta smelt.

However, the MWD has embarked on many proactive programs to deal with potential future delivery restrictions, should they occur. For example, the MWD is one of the parties that are drafting the Bay-Delta Conservation Plan (BDCP) to provide state and federal Endangered Species Act (ESA) coverage for the SWP operations. The BDCP allows water contractors, who must comply with the federal and state ESAs, to work cooperatively to attain incidental take coverage via a habitat conservation plan and natural community conservation plan.

The MWD is also focusing on voluntary Central Valley storage and transfer programs to bank the MWD's SWP water supplies. In its 2006 Integrated Water Resources Plan Implementation Report, the MWD reported that "492,000 AF of dry-year yield has been developed in Central Valley storage and transfer programs," and "[p]otential partners and programs have been identified to meet IRP targets." This flexibility will assist the MWD in addressing shortages due to drought or court-imposed cutbacks to protect Delta smelt. Further, the MWD has employed conjunctive use programs which utilize groundwater basins to store water during wet seasons, which provides a buffer supply that the MWD can extract during dry periods. In 2006, the MWD developed groundwater storage capable of providing 135,000 AF of dry year supply. The MWD continues to seek additional opportunities in Southern California to expand groundwater conjunctive use storage programs.

Water Surplus and Drought Management Plan

In 1999, the MWD incorporated the water shortage contingency analysis that is required as part of any urban water management plan into a separate, more detailed plan, called the WSDM. That plan provides policy guidance to manage the MWD's supplies and achieve the goals laid out in the agency's Integrated Resources Plan. The WSDM also "identifies the expected sequence of resource management actions that [the MWD] will execute during surpluses and shortages to minimize the probability of severe shortages and eliminate the possibility of extreme shortages and shortages allocations." The MWD's ten-year WSDM categorizes its ability to deliver water to its customers by distinguishing between surpluses, shortages, severe shortages, and extreme shortages. The WSDM's integration of management actions taken during times of surplus and shortages reflects the MWD's belief that these actions are interrelated.

For example, the MWD's regional storage facilities, such as Lake Skinner, Lake Mathews, and Diamond Valley Lake, along with storage capacity available to the MWD in Castaic Lake and Lake Perris, provide the MWD with flexibility in managing its supplies. The MWD's storage supplies and existing management practices allow MWD to mitigate shortages without having to impact retail municipal and industrial demands, except in severe or extreme shortages. The MWD's 2005 UWMP shows its expected ability to meet demands in single dry years by water supply source. For example, in 2010 the MWD expects to have 831,000 AF in potential reserve and replenishment supplies, primarily through in-basin storage. In 2030, the MWD estimates that it will have 716,000 AF in potential reserve and replenishment supplies. Anytime the MWD withdraws from storage to meet demands, it is considered to be in a shortage stage. The MWD has spent decades building up its storage reserves and groundwater management programs in order to prepare for a variety of shortage conditions. According to the MWD's UWMP, "Each [shortage] stage is associated with specific resource management actions designed to (1) avoid an Extreme Shortage to the maximum extent possible and (2) minimize adverse impacts to retail customers if an Extreme Shortage occurs." The MWD notes that the "overriding goal of the WSDM Plan is to never reach Shortage Stage 7, an Extreme Shortage."

In an actual shortage, the MWD will take one or more of the following actions:

- (1) Draw on storage out of reservoirs;
- (2) Draw on out-of-region storage in the Semitropic and Arvin-Edison groundwater banks;
- (3) Reduce or suspend long-term seasonal and groundwater replenishment deliveries;
- (4) Draw on groundwater storage programs;
- (5) Draw on SWP terminal reservoir storage;
- (6) Reduce Interruptible Agricultural Water Program (IAWP) deliveries;
- (7) Call on water transfer options contracts;
- (8) Purchase additional water; and
- (9) Reduce imported supplies to its member agencies by an allocation method.

The MWD clarifies that this list is not in any particular order, "although it is clear that the last action [taken] will be the curtailment of firm deliveries to the member agencies." If MWD were obligated to curtail firm deliveries, it would enforce these shortage allocations using rate surcharges. For example, if deliveries exceed 102 percent of a customer's allotment, the customer will be assessed a surcharge. MWD's actions in 2007 are instructive in demonstrating how the WSDM Plan is implemented in practice.

Due to dry conditions and the pending Delta smelt litigation that may affect the MWD's supplies, the MWD decided to implement the water shortage actions that it outlined in its WSDM, including a 30 percent reduction in IAWP deliveries. On October 9, 2007, MWD's Board of Directors announced that it would reduce IAWP deliveries over a 12-month calendar year beginning in January 2008. At this time, the MWD has stated that it will not reduce water purchased by its member agencies at the full service

rate. CMWD's supplies are currently secure as it purchases non-discounted non-interruptible supplies from the MWD.

The MWD is presently developing a long-term Drought Allocation Plan that may include reductions of full service deliveries. The MWD has used several of these types of initiatives in the past (e.g., during the droughts of 1977-78 and 1989-92), which allowed the agency to meet the needs of its member agencies. Past experience demonstrates that the MWD has always provided its members agencies with sufficient supplies in the face of variable weather conditions, new environmental and water quality regulations, and evolving political and legal challenges.

Integrated Resources Plan

The MWD first adopted its Integrated Resources Plan (IRP) in 1996. The most updated IRP, which was adopted in 2004, discussed local water supply initiatives (e.g., local groundwater conjunctive use programs) and established a buffer supply to mitigate against the risks associated with implementation of local and imported water supply programs. The 2004 IRP noted that future water supply reliability depends not only upon actions by the MWD to secure reliable imported supplies, but also further development of local projects by local agencies, such as CMWD.

On October 10, 2006, the MWD released its 2006 Integrated Water Resources Plan Implementation Report ("2006 Implementation Report") to report on progress toward implementing the targets from the 2004 IRP Update.

The report concluded that "while changes occur in all resource areas, Metropolitan is able to maintain supply reliability through its diversified water resources portfolio." MWD supported this conclusion by providing detailed updates for each of its resource categories, restating dry-year IRP targets and examining current considerations, changed conditions, implementation strategies and identified programs, implementation challenges, and cost information.

The MWD has engaged in significant water supply projection and planning efforts. Those efforts have included the water demands of the CMWD service area, including the City, in their projections. In its 2003 Blueprint Report and 2005 Regional Urban Water Management Plan, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, such as the WSDM and IRP, are and will be 100 percent reliable for at least a 20-year planning period. Since publication of those reports, MWD has continued to implement its water supply programs, as reported in its 2006 and 2007 Implementation Reports, the latter of which was published on October 9, 2007. Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past and is actively managing its supplies to ensure the same 100 percent reliability for the future.

Other CMWD Supplies

Along with MWD, CMWD has focused its planning efforts on more efficient use of local water resources. CMWD is working with its customers and other local agencies to support a number of local projects to increase the overall reliability of regional water supplies. These projects include wastewater reclamation,

brackish groundwater recovery, and regional salinity management programs. These projects are described in detail in the 2005 CMWD UWMP. Each of these projects adds local supply sources that offset or reduce the demand for imported water and provide additional supplies to accommodate growth within the CMWD service area.

Recycled Water

The City intends to make expansive use of recycled water for various municipal purposes, which will free-up potable water sources for other, more appropriate uses within the city. The City's Recycled Water Backbone Study⁶ confirmed the efficiency of the construction of a Backbone Recycled Water System (BRWS) that will deliver water from the AWPf to M&I customers along the alignment of the backbone pipeline through the City, extending into the northwest portion of the City. The BRWS will take advantage of the replacement of the Redwood Trunk Sewer (RTS) that extends from the intersection of Gonzales Road and Ventura Road to the OWTP. This project has made an empty conduit available for use as a recycled water line to serve M&I customers in the vicinity of the RTS. Use of the existing RTS would reduce the construction impacts of the 42,000 foot recycled water pipeline.

The BRWS is a priority system for the City and will be the first M&I distribution system constructed for the GREAT Program. Since BRWS will serve existing City M&I customers, the recycled water will displace the use of potable water to meet these demands (irrigation of large landscapes and industrial processes, etc.). The potable water will then be available for existing water needs, the true domestic uses. This will also allow more flexibility for the City to fund, design, and construct the GREAT Program facilities that will generate FCGMA groundwater credits. Construction is expected to begin by mid-2010.

Additionally, the City is requiring selected new development projects to design and construct dual piping systems within their project areas to facilitate the delivery of recycled water for nonpotable uses. The City is currently designing the BRWS to accommodate the planned 1,250 AFY of non-potable water demand discussed in the Recycled Water Backbone Study and the projected additional recycled water demands of proposed development projects. The result will be a Phase I system designed for approximately 3,225 AFY, which is more than the earlier estimate of 1,250 AFY.

Recycled Water Facilities Plan

The Final Report Oxnard Recycled Water Facilities Plan (Recycled Water Facilities Plan) confirmed and identified users and uses totaling over 17,500 AFY of demand for recycled water. This demand would either be converted by the FCGMA to groundwater credits or would directly offset existing potable water demands. The 17,500 AFY was identified by the 2005 Urban Water Management Program (UWMP) as the additional groundwater allocation needed to meet demands through 2030.

UWCD Water Facilities

⁶ *Recycled Water Backbone Study, prepared by Kennedy/Jenks, 2006; cited in the Final Environmental Impact Report for the Ormond Beach Specific Plan, page 3.3-36.*

United Water Conservation District (UWCD) is a local special district that owns and operates local water supply facilities that directly and indirectly impact the reliability of the City's water supplies. First, the UWCD owns and operates the El Rio Wellfield and the Oxnard-Hueneme OH Pipeline, components of a potable water supply facility for which the City holds a long-term water supply contract. Second, the UWCD owns the Freeman Diversion on the Santa Clara River and a series of percolation ponds, which the UWCD operates to augment the recharge of the Oxnard Forebay and Oxnard Plain basins.

OH System Contract

The City holds a long-term water supply contract with the UWCD. The UWCD relies on a group of wells located in the Oxnard Forebay basin to supply the City local groundwater pursuant to this contract. Because UWCD's wells are within the jurisdiction of the FCGMA, UWCD's holds a FCGMA pumping allocation for each of its contractors on the Oxnard-Hueneme (OH) System, including the City. Until 2006, the City's groundwater suballocation of UWCD groundwater was 9,070 AFY. In 2006, it was reduced to 7,709 AFY as a result of planned cutbacks pursuant to FCGMA Ordinance No. 8.1. The final FCGMA cutback scheduled for January 2010 will reduce the City's suballocation from the UWCD to 6,800 AFY.

UWCD Freeman Diversion

In addition to its water supply facilities, UWCD also operates facilities which provide significant groundwater recharge to the local groundwater basins. These facilities are the Freeman Diversion on the Santa Clara River and several off-stream percolation basins (also referred to as spreading grounds). The UWCD diverts Santa Clara River water at the Freeman Diversion and delivers a portion of the water to the spreading grounds. The balance of the surface diversions are supplied to agricultural users in the region. The operation of the UWCD facilities are funded through user water rates and a series of groundwater pump charges imposed on all local groundwater users. Through the operation of these facilities, UWCD has augmented over 1,000,000 AF of recharge to the local groundwater basins beyond that which would occur without these recharge facilities. The overall integrity of the local groundwater basins are, in part, dependent on the continued augmented recharge obtained through Freeman Diversion operations.

Climate Change Effects on Water Supplies

The City has conducted a survey of current literature on climate change and has summarized the potential impacts on water resources in California. To address uncertainties in the water supplies, the City has reviewed the most recent reports that address the potential effects of climate change on the Delta drainage area and the Colorado River Basin. The City has also summarized recommendations offered by state agencies, policy groups, and nongovernmental organizations, and has compared them to the MWD's existing programs and climate change policies.

Recent climate change reports recognize that impacts on water resources largely depend on the degree of warming and concede there are significant uncertainties regarding the impact of climate change on local and regional climates. There is a great deal of uncertainty surrounding temperature rise predictions and the resulting impacts on local and regional climates because it is difficult to predict future greenhouse gas

emissions and the resulting feedback processes in the climate system and hydrological cycle. Further, existing climate change models are imperfect and become increasingly imprecise when used to predict changes on a watershed level. Therefore, it is not possible to quantify the impacts of climate change on water supplies in the Western United States, let alone those available to the City.

Although climate change impacts are uncertain and cannot be precisely modeled, existing evidence, including the effects of warming in the West over the last century, demonstrate that climate change will likely affect future snowpack accumulation, water supply, runoff patterns, sea level, incidents of flooding and droughts, evapotranspiration rates, water requirements and water temperature. Water supplies will be directly affected by temperature changes, precipitation, humidity and wind speed. The current climate change reports are largely in agreement in concluding that climate change will produce hydrologic conditions and variations of a different nature than current systems were designed to manage.

DWR is at the forefront of climate change in California and to date has conducted the most comprehensive study of the impacts of climate change on the SWP, one of two primary sources of water for MWD and, consequently, the City and the Project. DWR used the results of existing models of the Intergovernmental Panel on Climate Change (IPCC) and applied them to a computer model that it jointly developed with the U.S. Bureau of Reclamation to study flow into the Delta. DWR quantified impacts for four scenarios predicted by two global climate models at two carbon dioxide emission rates. It found that climate change “resulted in considerable impacts to SWP and CVP delivery capabilities, especially in the drier scenarios.” DWR’s model showed that under one climate change scenario, average yearly SWP Table A deliveries at 2050 would be reduced by 10.2 percent. DWR recognized that there were limitations to its analysis as the models did not capture many variables and, therefore, the results were preliminary and not sufficient to be used to make policy decisions. Instead, DWR stressed that these studies were just the starting point and could help identify future areas of study.

A survey of recent research on the effects of climate change on the Colorado River reveals that runoff reductions range from a decrease of 11 percent in 2010 to a decrease of 45 percent in about 2050. Both of these studies used the latest temperature and precipitation results from the IPCC General Circulation Models, but applied varying techniques to model flow. The survey noted the huge variations in predictions and pointed out that all of the studies suffer from limitations relating to the models used or hydrology and operational model assumptions. In light of these conclusions, both governmental agencies and nongovernmental organizations recommend that water decision-makers operate existing water systems to allow for increased flexibility. Other recommendations include incorporating climate change research into infrastructure design, conjunctively managing surface water and groundwater supplies, and integrating water and land use practices.

Policymakers and water suppliers in California, including the MWD, are currently addressing climate change impacts and developing new ways to cope with the types of variability which are outside the design range of existing infrastructure. MWD recognizes that climate change will require water suppliers to develop new, alternative water supplies and to focus on water use efficiency. In March 2002, the MWD’s Board of Directors adopted climate change policy principles that relate to water resources. These principles are reflected in the MWD’s water supply planning efforts, including the IRP. Further, in response to climate change and uncertainty, the MWD’s 2005 Regional Urban Water Management Plan

incorporated three basic elements to promote adaptability and flexibility, important in addressing impacts of climate change: conservation, groundwater recharge and water recycling.

The MWD has been recognized for its positive approach by the IPCC in its 2007 Report on Climate Change: Climate Change Impacts, Adaptation and Vulnerability. The IPCC's climate change projections and adaptation options are internationally recognized by both governmental and non-governmental agencies, and its use of the MWD as an example of how to manage climate change shows the professional wisdom of its programs. Most recently, MWD approved criteria to further explain its position on the conveyance options that are currently being discussed to remedy the Delta, which include addressing projected sea level rise and change in inflows due to climate change. The MWD's criteria provide that, whatever option is chosen, it should provide water supply reliability, improve export water quality, allow flexible pumping operations in a dynamic fishery environment, enhance the Delta ecosystem, reduce seismic risks and reduce climate change risks. The MWD has demonstrated a commitment to addressing climate change by evaluating the vulnerability of its water systems to global warming impacts and has developed appropriate response strategies and management tools that account for the impacts of climate change on water supplies.

Total Water Supply Summary

Table IV.N-1 summarizes how the City's projected imported and local water supplies and groundwater credits from FCGMA, UWCD, and the GREAT Program will change between 2010 and 2030.

Table IV.N-1
Total Water Supply

	2010	2015	2020	2025	2030
Annual Supplies (AFY)					
Groundwater-City Wells ^a	8,380	8,380	8,380	8,380	8,380
Brine Water Loss ^b	(2,100)	(4,200)	(6,300)	(8,400)	(8,400)
UWCD Allocation ^c	6,800	6,800	6,800	6,800	6,800
CMWD Allocation ^d	11,840	11,840	11,840	11,840	11,840
M&I Supplemental Water ^e	5,000	3,000	1,000	1,000	1,000
GREAT Program Recycled Water Phase 1 M&I ^f	0	2,700	5,050	5,050	5,050
GREAT Program Recycled Water Phase 1 Agriculture ^f	0	4,300	1,950	1,950	1,950
GREAT Program Recycled Water Phase 2 ^g	0	7,000	14,000	14,000	14,000
Ferro Pit Program ^h	5,500	1,000	0	0	0
Transferred Allocation ⁱ	0	1,060	2,290	2,220	2,420
PHWA Program ^j	700	700	700	700	700
Total Annual Supplies	36,120	42,580	45,710	43,540	43,740
Groundwater Banked Credits (AFY)					
Fox Canyon GMA credits ^k	30,000	NA	NA	NA	NA
UWCD credits ^k	7,000	NA	NA	NA	NA
GREAT Program credits (2,500 AFY minimum x 20 years) ^l	10,000	10,000	10,000	10,000	10,000
Subtotal	47,000	10,000	10,000	10,000	10,000
Notes: AFY = acre-feet per year; NA = not applicable or available. For more information about NA, see the table footnotes for ^k and ^l below.					
Source: Technical Memo from Ken Ortega, Public Works Director to Matthew Winegar, Development Services Director, subject: City of Oxnard, 2010 to 2030 Projections of Water Supply and Demand, November 18, 2009					

- a) Projection includes the existing cutbacks (Fox Canyon Groundwater Management Agency-GMA, up to 25 %) and no anticipated future cutbacks in City's allocation. Source: City Water Resources (personal communication, Curtis Hopkins, August 2009).
- b) Brine Water Loss is the amount of brine reject water (approximately 20 % loss) associated with the City's potable water Desalters at Blending Stations No. 1 (BS1) (currently operating at 7.5 mgd product water capacity - 8,400 AFY) and future BS3. BS3 Phase anticipated to be operating by 2013 (7.5 mgd product water capacity) and BS1 Phase 2 (15 mgd product water capacity) projected to be operating by 2017 (according to the City's Fiscal Year 2008-2009 Capital Improvement Plan). BS3 Phase 2 (15 mgd product water capacity) anticipated to be operating by 2021 (personal communication with City Water Division, Tony Emmert, August 2009). However, these dates may be modified as conditions change.
- c) This assumes the most conservative availability of City's allocation from UWCD which includes a total of 6,800 AFY. Also assume that the GMA implements the full 25% cutback by 2010; and no anticipated future GMA cutbacks. The City had approximately 7,000 AF of credits banked with UWCD (personal communication, Curtis Hopkins, August 2009).
- d) In establishing the reduced allocation of 11,385 AFY for the Oxnard Region, MWD considered the two agencies' actual imported water usage during a baseline period between 2004 and 2006, considered the agencies' ability to produce local water supplies, and calculated City supply at 11,385. However, the City's entitlement also includes sub allocations for P&G (2,800 AFY) and PHWA (3,262.5 AFY). The City is free to use any unused P&G and CMWD sub allocations. Program details provided by City Water Resources (2005 UWMP; personal communication, Tony Emmert, September 2009).
- e) Through the M&I Supplemental Water Program, the City has received a total of 15,886.7 AF between the years 2005-2008 – approximately 4,000 AFY. However, UWCD may temporarily reduce or suspend deliveries of M&I Supplemental Water when Forebay groundwater levels drop below a certain threshold. For example, UWCD has tentatively suspended deliveries of M&I Supplemental water given the current conditions in the Forebay as of late 2009. Even though deliveries are suspended, M&I Supplemental water credits continue to accumulate. Once the suspended deliveries are reinitiated, it is expected that the accumulated credits will be made available in full in subsequent years. Based on current information, the City anticipates 5,000 AF of M&I Supplemental Water will be available in 2010 and 0 AF in year 2011. As a conservative assumption, the City assumes that on average only 3,000 AFY of M&I Supplemental water credits will be available between the years 2012-2015. As the Camrosa Water District has a contractual first right of refusal of the Conejo Creek Diversion Project water, and has expressed plans to utilize most of this water within its district, the M&I Supplemental Water credits available will reduce to 1,000 AFY as the Camrosa non-potable water system infrastructure continues to develop. Based on the expected future expansion phases of the Camrosa system, this is projected to occur after year 2015.
- f) GREAT AWP Phase 1 (anticipated startup in 2010-2012) would produce a maximum of 6.25 mgd (7,000 AFY net production) (Source: UWMP, 2005; personal communication, Thien Ng, September 2009). Combined uses of recycled water from AWP Phase 1 (M&I and agriculture) does not exceed 7,000 AFY from 2012-2030. City anticipates that recycled water infrastructure will serve 2,450 AFY M&I demands by year 2012; approximately 2,700 AFY of recycled water supply would be delivered to City M&I uses by 2013; 3,150 AFY by 2016; and 5,050 AFY by year 2020 (Recycled Water Master Plan 2009). City assumes water produced in excess of M&I recycled water demands will be used for agricultural uses and groundwater recharge. City assumes GMA will allow credits for 100% of recycled water used directly or for injection (groundwater recharge) (personal communication, Steve Bachman, August 2009). It is assumed infrastructure to allow groundwater recharge will be in place by year 2015.
- g) This is a projected supply not previously utilized by the City. AWP Phase 2A (anticipated 2015; based on 2009 Avoided Cost Model) would produce a maximum of an additional 7,000 AFY (net production). AWP Phase 2B is anticipated to be operating by 2020 and produce a maximum of an additional 7,000 AFY (net production). Dates for these AWP expansions may be modified as conditions change. AWP Phase 2A and 2B may provide recycled water to M&I, agriculture, injection barrier, and groundwater recharge projects.
- h) This is a projected supply not previously utilized by the City. Includes one-time transfer of 11,000 AF of groundwater credits to the City. City plans to use these transferred credits within the period 2010-2011. City will also obtain 1,000 AFY of credits from 2012-2019. Program details provided by City Water Resources (personal communication, Tony Emmert, September, 2009).
- i) For agricultural property conversion - assume 1.5 acre-feet per acre per year. The credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance with the GMA. Transferred allocation values developed by City Planning Department (personal communication, Chris Williamson October 2009). Assumes transfers of 525 AF Teal Club SP; 219 AF Sakioka Farms SP; 69 AF Camino Real SP; 145 AF from the Ormond Beach North SP; and 98 AF Jones Ranch SP by year 2015. Assumes transfer of additional 260 AF Sakioka Farms SP; and additional 150 AF Jones Ranch SP; an additional 338 AF from the North Ormond Beach SP; and 231 AF Ormond Beach South SP by year 2020. Assumes additional 332 AF from Ormond Beach South SP and an additional 148 AF Sakioka Farms SP by year 2030.
- j) Transfer of 700 AF of GMA groundwater Credits from PHWA to the City as part of the Three Party Water Supply Agreement, December 2002. Program details provided by City Water Resources (personal communication, Tony Emmert, August 2009).
- k) The Credits depicted here are those used to meet demand and are not representative of the City's cumulative credit balance. Deliveries from the groundwater credits are shown only when there is insufficient supply to meet demand. At the end of 2008, the City had approximately 30,000 AF of groundwater credits with the GMA and 7,000 AF with UWCD. The groundwater credits are intended to be used to offset any reduced availability of imported water, or to mitigate unforeseen cutbacks, catastrophic events, facility failure, etc. The City can use these credits without GMA penalty. Program details provided by City Water Resources, personal communication, Tony Emmert, November 2009; personal communication, Curtis Hopkins, September 2009.
- l) It is assumed future GREAT Program deliveries will be credited a minimum of 2,500 AFY starting in year 2015.

Water Conservation

GREAT Program

The City of Oxnard's GREAT Program consists of several elements intended to maximize the benefit from local recycled and groundwater resources. Phase I is planned to be operation in 2011 (approximately 5,000 [AFY]) and would increase water supply reliability and security, reduce water supply costs, and improve recycling and reuse. The program will assist Oxnard in meeting its water supply needs through 2020.⁷

Implementation of the GREAT Program will provide over 20,000 AFY of additional assured water supplies to the City. The GREAT Program will be implemented in phases, with the first phase (at least 5,000 AFY) to be operational by 2011. The major components of the GREAT Program are modular, thus, the remaining phase(s) may be made operational relatively quickly, as the City's water demand increases. A program EIR that addressed the environmental effects of this program was prepared and certified in 2004. That EIR documented that, with the exception of a small but finite safety risk associated with project elements within an identified tsunami hazard area, all of the project impacts can be mitigated to a less than significant level. Potentially significant but mitigable impacts were identified in the areas of land use, geology, cultural and paleontological resources, water resources, biological resources, air quality, traffic, noise, visual resources, public services and utilities, and hazardous materials and waste. As part of the GREAT Program approval, a Mitigation Monitoring and Reporting Plan (MMRP) was adopted to ensure that project-specific impacts of the program components are effectively mitigated.

GREAT Program Elements

The existing Oxnard Wastewater Treatment Plant (OWTP) currently produces approximately 20 million gallons per day (mgd) of secondary treated wastewater and discharges the effluent to the Pacific Ocean through its ocean outfall. The GREAT Program makes beneficial use of these water resources through advanced treatment and subsequent reuse through a number of mechanisms, as described in the Advanced Planning Study⁸ and the GREAT Program EIR and summarized below:

- Advanced Water Treatment. The City is constructing an Advanced Water Purification Facility (AWPF) at the existing OWTP, to produce a high quality recycled water product which will meet the California Department of Public Health (CDPH) criteria for groundwater recharge, agricultural and municipal uses. Treatment will include microfiltration/ultrafiltration, reverse osmosis, and advanced oxidation. The City expects to have the AWPF operational by 2012.

⁷ City of Oxnard, *General Plan Update June 2006, Infrastructure and Community Services*.

⁸ *Advanced Planning Study prepared by Kennedy/Jenks, 2002; cited in the Final Environmental Impact Report for the Ormond Beach Specific Plan, page 3.3-30.*

- Recycled Water Backbone Pipeline, Phase I. This pipeline and distribution project will deliver recycled water to customers along the Hueneme Road and Ventura Road corridors within the City, substituting recycled water for use of potable water where appropriate. The City has completed design work and will start construction in mid 2010. To meet the terms of the US Bureau of Reclamation grant, the Recycled Water Backbone Pipeline must be completed by September 30, 2011. Additional details on the City's proposed recycled water system are described in the City's Recycled Water Masterplan Phase I.
- Groundwater Injection. Injection wells will provide a mechanism to store recycled water during periods when irrigation demand is low. Groundwater injection would serve as a mechanism to prevent seawater intrusion in the coastal Lower Aquifer System (LAS) as part of the Seawater Intrusion Barrier Project. The City will likely partner with UWCD on this aspect of the GREAT Program.
- Groundwater Desalination. Groundwater will become a larger percentage of the City's water supply, due to the transfer of groundwater credits to the City from agricultural pumpers who use recycled water or from FCGMA groundwater pumping credits granted to the City from injecting recycled water into coastal aquifers. Local groundwater contains higher levels of total dissolved solids (TDS) than does imported water purchased from CMWD. To maintain the current water quality provided to City customers, the GREAT Program includes the construction of desalters to remove the dissolved minerals from the local groundwater. This would allow the City to increase the overall percentage of groundwater compared to surface water in its potable water supplies. The desalter at the City's Blending Station No. 1 is fully operational. The City has begun design for its second desalter at the Blending Station No. 3. It is considering a third desalter at its Blending Station No. 4.
- Concentrate Collection System. Although not an essential element of the GREAT Program, the concentrate collection system would divert some portion of the highly degraded water entering the OWTP. Instead, this waste stream would bypass the treatment system and be disposed directly through the City's ocean outfall. This system would improve the efficiency of operation of both the OWTP and the AWPf. The City is currently studying needed piping sizes and potential alignments for the concentrate collection system.

GREAT Program Effect on Available Water Supply

The City will receive groundwater credits from the FCGMA for GREAT Program recycled water that is either injected into coastal aquifers or provided to agricultural irrigators who subsequently reduce their groundwater pumping. Based on similar programs in place within the FCGMA area, it is expected the City will receive groundwater credits on a 1:1 (one AF to one AF) ratio. The groundwater credits can then be used by the City to support its groundwater pumping. The City may also use the recycled water directly for other approved municipal or industrial uses, thus displacing the need for potable water delivery.

The FCGMA Management Plan presents the GREAT Program as the most important aspect of its anticipated management strategies. As a result, the City expects the FCGMA will offer significant regulatory support in helping the City implement the GREAT Program. The City has identified a number of agricultural irrigators along Hueneme Road, east of the AWPf, who could potentially utilize recycled water and reduce their groundwater pumping from the LAS. The City and UWCD are also working to secure several sites along Hueneme Road for potential recycled water injection wells. Additionally, the City has identified a number of existing facilities such as parks, schools, and golf courses that will have proximity to the Ventura Road recycled water line and are good potential candidates for recycled water use. Serving recycled water to these existing facilities for their nonpotable water needs will reduce the overall demand for potable water. Using recycled water for groundwater injection for subsequent domestic water pumping (ASR program) or to combat seawater intrusion in coastal aquifers (Seawater Intrusion Barrier Project) would create a steady demand for recycled water that would translate into a fixed groundwater credit allocation from FCGMA. As a conservative measure, the City has not incorporated projections of groundwater credits associated with the Seawater Injection Barrier in its water supply strategies. However, the City has included a projection of a 1:1 groundwater credit for either the direct use of recycled water when offsetting a groundwater use, or the direct injection of recycled water.⁹

Existing Water Demand

A detailed water demand model was developed as part of the 2005 UWMP and includes: existing demand, demand from proposed buildout of the 2020 General Plan, unaccounted for water loss, potential increase in per-unit demand, and a contingency. The model also accounts for reductions in demand due to the increased use of recycled water and water conservation. This model has been updated for buildout of the proposed 2030 General Plan Alternative B and to reflect recent changes in water supply and consumption, as accurately and as reasonably possible.

Components of demand are discussed below:

- 2009 Baseline Demand. This is an estimate of total demand for the calendar year 2009. As a conservative basis, water demand by existing customers is anticipated to remain fairly stable through 2030. In all likelihood current customers will continue to implement best management practices, which should reduce overall per capita water consumption.
- Non-Revenue Water (i.e., water loss). Water losses come from authorized, unmetered sources such as fire fighting and main flushing, or unauthorized sources such as leakage, illegal connections, and inaccurate flow meters. Non-Revenue water is estimated to be about 6% of water demand.
- Ocean View System (formerly Ocean View Municipal Water District [OVMWD]) primarily serves agricultural customers along East Hueneme Road. As part of a Local Agency Formation

⁹ Kennedy/Jenks, June 2007; cited in the Final Environmental Impact Report for the Ormond Beach Specific Plan, page 3.3-32.

Commission action, the OVMWD district dissolved and the existing customers were added to the City of Oxnard water service area as the Ocean View System (OVS). Existing users in the OVS service area along East Hueneme Road receive water from the City through the UWCD O-H Pipeline System and the OVS system. Parcels within the former OVMWD service area also obtain water from private wells and from the UWCD PTP System. OVS customers use approximately 1,337 AFY of UWCD O-H water delivered via the City, according to UWCD data (average calculated for fiscal years 1999-2008).

- PHWA purchases water from the City per the Three Party Agreement which specifies a PHWA suballocation of CMWD water of 3,262.5 AFY. PHWA's mean annual purchase from the City was 1,911 AF for period 1999-2008.¹⁰ The City of Port Hueneme, the largest PHWA member agency, has implemented a meter retrofit program which should substantially reduce water demand within the City. PHWA is also implementing other water management programs which may decrease its per capita water demands.
- Proctor & Gamble is a private user within the City which receives unblended imported water from the City through a special water service agreement. Current annual water demand for Proctor & Gamble is approximately 2,300 AFY for the period 2001-2008. Proctor & Gamble estimated future water demands are approximately 2,800 AFY, assumed to occur after year 2015.¹¹ Proctor & Gamble has also indicated its intent to implement certain water reuse and conservation practices, and consider the use of recycled water to offset some of its demands. For the purpose of this analysis, the City assumes Proctor & Gamble's overall water use will increase from 2,300 AFY to 2,800 AFY after 2015.
- Projected New Demand Increase for Development Projects Under Review. Annual increase in water demand has been based on development applications received and under review and/or permitted. New 2010 to 2030 water demand is based on the buildout of the 2030 General Plan, Alternative B. Year to year projected new development demand based on the July 2009 City Project List, 2030 General Plan Background Report (2006), Ventura Council of Governments Decapolis Report, and UCSB Forecast.
- Projected New Demand Increase of Unknown Projects. It is assumed that for any given timeframe, water demand could be 10% higher due to approved amendments to the 2030 General Plan.
- Demand Management Programs. In February 2008, Governor Schwarzenegger called for a 20 percent reduction in per capita water use statewide by 2020. The State Water Resources Control

¹⁰ *Personal communication, Steve Hickox, September 2009; personal communication, David Birch, September 2009; Technical Memo from Ken Ortega, Public Works Directory to Mathew Winegar, Development Services Director, subject: City of Oxnard, 2010 to 2030 Projections of Water Supply and Demand, November 18, 2009.*

¹¹ *Personal communication, Dakota Corey, August 2009; Technical Memo from Ken Ortega, Public Works Directory to Mathew Winegar, Development Services Director, subject: City of Oxnard, 2010 to 2030 Projections of Water Supply and Demand, November 18, 2009.*

Board has released a draft statewide implementation plan for achieving this goal (Draft 20x2020 Water Conservation Plan, April 2009) which establishes regional baseline and target per capita water use values by State hydrologic region. The 2020 targeted daily per capita water use value established for the South Coast hydrologic region is 149 gallons per capita per day. The draft plan proposes a series of enforcement mechanisms and financial incentives to facilitate water conservation at the local level. The City is preparing a Conservation Master Plan, which will identify potential demand management measures and potential demand reductions which will help the City meet the gallons per capita per day goals of the 20x2020 plan. The City anticipates a reduction in City-wide water demands of approximately 500 AFY for period 2010-2012, ramping up to 5% of demand from 2016-2020, and 10% reduction for period 2021-2030.¹²

The water demand projections likely overestimate demand. General Plans rarely reach buildout and are rarely amended so often as to produce a gain of 10 percent. Nevertheless, because of reduced reliability of water imports from the SWP the Oxnard City Council, at its January 15, 2008 and October 19, 2009 meetings, directed staff to require that all new projects defined as discretionary and not exempt from CEQA be water demand neutral to the City's water system. Project proponents can contribute water rights, water supplies, or financial or physical offsets to achieve water neutrality. Typical options open to project proponents include transfers of GMA groundwater allocations to the City through agricultural conversion, participation in expansions of the City's GREAT Program recycled water system through physical or financial contributions, and participation in water conservation projects that produce measurable sustainable water savings. Several projects have already complied with this requirement and several others are currently in negotiations with the City. Projects that are ministerial and/or exempt from CEQA, such as single family residential projects or business tenant improvements are not subject to the water demand neutral requirement.

The existing agricultural operations at the Project site utilize approximately 1,550 AFY of water. The agricultural operations get its water from well sources that are not cleaned to the thresholds that potable water requires.

Water Supply and Demand Comparison

The normal year scenario assumes the same supplies and demands presented in Tables IV.N-1 and IV.N-2. As the City's supplies in Table IV.N-1 are firm, no change in available supply is anticipated for the City in a single dry year. Demands are also assumed to remain the same for a single dry year. For a multiple dry year scenario, it was assumed that a 5% reduction in available supplies will occur between the years 2010 and 2015.

¹² *Personal communication, Tony Emmert and Dakota Corey, August-September 2009; Technical Memo from Ken Ortega, Public Works Director to Mathew Winegar, Development Services Director, subject: City of Oxnard, 2010 to 2030 Projections of Water Supply and Demand, November 18, 2009.*

Under normal conditions for the period 2010 to 2014, the City will need to rely on a portion (up to 42%) of its bank of accumulated groundwater credits to meet anticipated demand. Once the GREAT Program recycled water system begins production and delivery of recycled water and consequently offsets potable demand or earns groundwater credits, the City will be able to replenish its groundwater credit bank. Both supply and demand have been conservatively estimated as supply estimates reflect the maximum anticipated cutbacks and demand estimates are also worst-case. Because the City requires that new development projects be water neutral, this requirement and the current economic conditions would tend to delay or cancel some anticipated development in the near term. As a result, water demand estimates between 2010 and 2014 are likely overstated and the draw on groundwater credits will be less than projected.

**Table IV.N-2
Annual Water Demand**

Water Demands (acre-feet per year)	2010	2015	2020	2025	2030
Baseline Demand					
2009 Revenue Metered Demand ^a	28,900	28,900	28,900	28,900	28,900
2009 Non-revenue Water ^b	2,150	2,150	2,150	2,150	2,150
OVS (formerly OVMWD) ^c	1,340	1,340	1,340	1,340	1,340
PHWA ^d	1,910	1,910	1,910	1,910	1,910
Proctor and Gamble ^e	2,300	2,800	2,800	2,800	2,800
Subtotal	36,600	37,100	37,100	37,100	37,100
Potential Demand					
Projected New Demand Increase for Known Projects ^f	550	2,990	5,380	6,530	7,680
Projected New Demand Increase for Unknown Projects ^g	50	300	550	650	750
Subtotal ^h	600	3,290	5,930	7,180	8,430
Demand Reduction Programs ⁱ	(500)	(1,620)	(2,150)	(4,440)	(4,550)
Total Demand	36,700	38,770	40,880	39,850	40,980

Source: City Planning 2009.

From Table 3.4 in the Update to the Sakioka Farms Water Supply and Verification

- a) Baseline water demand for fiscal year 2009. Water demand by existing customers is anticipated to remain fairly stable through 2030. Baseline demand excludes annual demands for Proctor & Gamble, agricultural water for the OVS, and annual demands for PHWA. These three demands are summarized separately in this table. Data provided by City Planning Department (personal communication, Chris Williamson, August 2009) and City Water Resources (personal communication, Dakota Corey and Tony Emmert, September 2009).
- b) Non-revenue water = unaccounted-for water. Estimated at 6% of total demand (approximately 35,600 AFY x 6%). Source: personal communication, Dakota Corey, September 2009.
- c) Based on available billing data, OVS customers have used approximately 1,337 AFY of UWCD O-H water delivered via the City.
- d) PHWA purchases water from the City per the Three Party Agreement; Agreement specifies PHWA suballocation of CMWD water of 3,262.5 AFY. PHWA mean annual purchases from the City was 1,911 AF for period 1999-2008 (source: personal communication, Steve Hickox, September 2009; personal communication, David Birch, September 2009). PHWA will begin water demand management programs in 2009 which may decrease water demands.
- e) Current annual water demand for Proctor & Gamble is approximately 2,300 AFY for the period 2001-2008. Proctor and Gamble estimated future water demands are approximately 2,800 AFY, assumed to occur after year 2015. Source: personal communication, Dakota Corey, August 2009.
- f) Annual increase in water demand based on development applications received for known projects. New water demands also include 2030 General Plan buildout, infill, redevelopment, and densification. Values provided by City Planning Department (personal communication, Chris Williamson and Kathleen Mallory, August 2009) and based on the following sources: July 2009 City Project List, CA Department of Finance, 2030 General Plan Background Report (2006), Ventura Council of Governments data, and UCSB Forecast.
- g) Annual increase in water demand for unknown projects. Can be as high as 10% of new demand for known projects. Source: personal communication, Ken Ortega, September 2009.

- h) Cumulative total new demand based on the annual values for known and unknown projects.
- i) City anticipates the reduction in City-wide water demands via implementing several demand management programs. Estimated reduction is approximately 500 AFY for period 2010-2012, 2% of demand in 2013, 3% of demand in 2014, 4% of demand in 2015, 5% of demand from 2016-2020, and 10 % reduction for period 2021-2030. City is preparing a Conservation Master Plan which will identify potential demand management measure and potential demand reductions. Demand reductions recommended by City staff (personal communication, Tony Emmert and Dakota Corey, August-September 2009).

Water Demand Control Measures

As discussed in some detail in the 2005 City UWMP, the City has several tools in place to control demand. These tools can be employed in response to any water supply constraint, whether a result of drought, an emergency, or other unusual conditions.

Diversity of Supply Sources

The City's water portfolio is diverse compared to most public water suppliers of its size. First, the City has some flexibility to shift its reliance between its local sources and its purchase of imported water. In California, it is relatively common for the northern region of the state to experience differing amounts of rainfall than the southern regions. In other words, the northern part of the state may have a series of very wet years, while the southern portion may have very dry years. In other years, the reverse may be true. Since the City's imported water derives primarily from Lake Oroville, which is dependent on hydrologic conditions in the northern part of the state, this source is "immune" from the conditions in the south. In contrast, the City's local supplies (groundwater) are dependent on the hydrologic conditions in the southern portion of the state. The City has the capability to alter its proportional reliance on these two sources based on hydrologic conditions. This same diversity of sources allows the City to respond to emergency conditions as well. For example, in prior years, the City's access to imported water has been temporarily suspended either for maintenance or as a result of earthquake damage. Between the City's groundwater wells and its access to local water through the UWCD, the City has local infrastructure capable of meeting the entirety of the City's supply needs.

Locally, the City's access to groundwater through both the UWCD and City facilities creates redundancy should a local emergency impact one system or the other. Certainly, the City could dramatically increase its reliance on imported water for temporary periods, should local conditions warrant.

Water Shortage Emergencies: Reductions in Water Use. The Oxnard Municipal Code grants the City Council the authority to impose voluntary or mandatory reductions on water use throughout the City. These Code provisions provide a high degree of flexibility to control customer demand based on emergency water shortage conditions.

City Council Policy Regarding Development Approval

At its January 15, 2008, and October 19, 2009, meetings, the Oxnard City Council directed City staff to require that all new projects defined as discretionary and not exempt from CEQA be water demand neutral to the City's water system. To achieve neutrality, project proponents are required to contribute water rights, water supplies, or financial or physical offsets that will ensure sufficient supply to address project demands. Options available to project proponents include transfers of FCGMA groundwater

allocations to the City through agricultural conversion, participation in expansions of the City's recycled water system through physical or financial contributions, and participation in water conservation projects that produce measurable sustainable water savings. This policy and the manner in which the applicants are approaching their projects ensure that development approval will take place at the pace anticipated in the 2005 UWMP (and likewise, the analysis within this document) so that the growth in water demand does not exceed available supply. The net result of this policy will ensure that project approvals include conditions that (a) control the pace of construction of any given project (and thus controls the pace at which water demand increases); (b) allows participation in the contribution toward the development of additional water supplies that offsets the demand associated with the project; or (c) suspends project approval until sufficient supplies are available to support the anticipated project demand.

Water Lines

Oxnard's water distribution system consists of a wide variety of pipe types and sizes comprising over 500 miles of pipeline, 11,000 valves, and 4,000 fire hydrants throughout the city. Distribution lines are located 3 to 15 feet below ground and range in size from $\frac{3}{4}$ inch to 12 inches in diameter.¹³ The Project site is currently used for agricultural production. In addition to onsite wells, there are a number of existing water lines in and surrounding the Project site.

Existing water lines located adjacent to the Project include a 16-inch concrete mortar lined and coated (CMLC) steep pipe, a 12-inch asbestos concrete pipe (ACP), and a 45-inch concrete cylinder pipe (CCP) underneath Rice Avenue from Ventura Freeway ramps to Gonzales Road. South of Gonzales Road, the water facilities underneath Rice Avenue consist of a 36-inch CCP and a 12-inch ACP. These continue south along Rice Avenue past the southern site boundary. Along the northern site boundary, running between Rice Avenue and Del Norte Boulevard are a 36-inch CCP and a 16-inch CMLC pipe. At the northern boundary of the site running from Del Norte Boulevard to the east, is a 12-inch United Water Conservation District pipe in the northeast corner of the site running eastward. Underneath Del Norte Boulevard, there is a 16-inch ductile iron pipe (DIP) running from the northern site boundary at the Highway 101 ramps to the southern site boundary.¹⁴

There are existing water facilities tying into the water lines in Rice Avenue and Del Norte Boulevard to serve the current agricultural use of the site. These lines vary in size from 2 inches to 6 inches, with most of these located along Rice Avenue.

Fire Flows

The 2005 *City of Oxnard Urban Water Management Plan* outlines the City's plan to accommodate existing and future water demands over a 20-year period. There are two existing pressure zones in the site area that will be merged into one pressure zone in the near future. According to the City Water

¹³ *Oxnard Water Services Department, 2004; cited in the Final Environmental Impact Report for the Ormond Beach Specific Plan, page 3.3-53.*

¹⁴ *Conceptual Plan Report for Sakioka Farms, prepared by RBF Consulting, December 2003.*

Division, the resultant pressure from this merger will be around 60 pounds per square inch (psi). Fire flow tests done near the site show that existing fire flows are at acceptable levels. Rice Avenue is anticipated to eventually be State Route 1 under Caltrans control, which makes new infrastructure construction running north-south underneath the roadway undesirable. The *Ventura County Waterworks Manual* (VCWM) sets minimum fire flows for residential areas at 1,000 gallons per minute (gpm), commercial areas at 1,250 gpm, and industrial areas at 1,500 gpm.¹⁵ Each individual site's fire flow is determined by the Oxnard Fire Department, so actual fire flows required may vary.

Regulatory Framework

Water Supply Assessments

In 2001, the California State Legislature approved Senate Bill (SB) 610, which amended Sections 10910-10915 of the State Water Code to require that:

...a city or county that determines a project is subject to the California Environmental Quality Act to identify any public water system that may supply water for the project and to request those public water systems to prepare a specified water supply assessment, except as otherwise specified. The bill would require the assessment to include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the Proposed Project and water received in prior years pursuant to those entitlements, rights, and contracts. The bill would require the city or county, if it is not able to identify any public water system that may supply water for the project, to prepare the water supply assessment after a prescribed consultation. The bill would revise the definition of "project," for the purposes of these provisions, and make related changes.¹⁶

Section 10912(a) of the State Water Code defines a "project" for purposes of determining whether a Water Supply Assessment (WSA) would be required as:

- (1) A proposed residential development of more than 500 dwelling units.*
- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.*
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.*
- (4) A proposed hotel or motel, or both, having more than 500 rooms.*

¹⁵ *Ventura County Waterworks Manual, Section 2.3.3 Fire Flow, website:*
http://portal.countyofventura.org/pls/portal/docs/PAGE/PUBLIC_WORKS/ENGINEERINGSERVICES/COUNTY_PUBLICATIONS/WWMANUAL.PDF, June 11, 2008.

¹⁶ *Senate Bill 610, Legislative Counsel's Digest.*

- (5) *A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.*
- (6) *A mixed-use project that includes one or more of the projects specified in this subdivision.*
- (7) *A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.*

City of Oxnard 2020 General Plan

Open Space/Conservation Element

The City of Oxnard General Plan Open Space/Conservation Element contains the following policies applicable to stormwater and groundwater resources in Section C – Natural Resources:

- 11. The City shall support updating the “208” Wastewater Control Plan to control urban and nonurban runoff.
- 12. The City should endeavor to maintain a minimal dependence on Basin 4A groundwater and support the policies of the local groundwater management agency (FCGMA) to protect, enhance, and replenish the aquifers underlying the Oxnard Plain.

Public Facilities Element

The Public Facilities Element of the City of Oxnard 2020 General Plan includes the Goals, Objectives, and Policies necessary to provide public facilities and services adequate to serve existing and future development within the City’s Urban Service Area. The following objectives are stated as part of this Element:

- 1. Ensure a water distribution and storage system adequate for existing and future development.
- 2. Ensure adequate sanitary sewer and wastewater treatment plant capacity to accommodate existing and future development.
- 3. Provide adequately sized storm drain systems to accommodate existing and future needs.

Water System

19. The City should review water supply and demand as part of the development process. If the City determines that water demand may exceed supply:

- a. The City should formulate and adopt a contingency plan for supplying water to Oxnard water users in the event that current supplies (i.e., purchases from other water districts) are reduced; and
- b. The City should actively pursue available entitlements, contracts, or legal agreements that guarantee a definite quantity of water to the City. If a firm “supply” figure is identified for the

City, the City may proceed to approve new developments commensurate with the guaranteed supply, and should not approve development that would exceed this supply figure.

21. The City shall continue the current policy of providing for the upgrading of the water transmission and distribution system in a timely manner to meet anticipated demands.

City of Oxnard Urban Water Management Plan

The UWMPs are required by the Urban Water Management Plan Act (AB 797; Water Code, Division 6, Part 2.6, Section 10610-10656). The California Department of Water Resources (DWR) requires these updates in years ending in 5 or 0. A final draft UWMP was prepared by the City of Oxnard in 2005.¹⁷ The UWMP included an overview of projected water demands through 2030 and the water supplies that will meet those demands. In accordance with comments provided on the 2000 UWMP from the DWR, the 2005 UWMP included a more comprehensive Water Demand Management/Conservation Program. In addition, the 2005 UWMP includes more than 50 tables of water information requested by the DWR.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a project could have a potentially significant impact on water supply if either of the following were to occur:

- (a) A project would require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect; or
- (b) If there were insufficient water supplies available to serve the project from existing entitlements and resources, and new or expanded entitlements were needed.

Project Impacts

As discussed in Section III, Project Description, a system of water mains would be contained in all of the roadways at the site and would connect to existing water lines in Rice Avenue and Del Norte Boulevard. Several of the existing water lines that connect to the project site lines are not large enough to support the proposed uses and would need to be abandoned. The new water mains would be sized in accordance with calculations for the maximum projected water demand. Should fire protection needs exceed the capacity of the proposed system, additional system upgrades would be completed by the facility or parcel requiring such upgrades to accommodate these increased requirements. According to the VCWM, pipes should have a minimum residual pressure of 20 psi and a maximum static pressure of 150 psi.

¹⁷ Kennedy/Jenks, 2005; cited in the *Final Environmental Impact Report for the Ormond Beach Specific Plan*, page 3.3-77.

The proposed Project is subject to the requirements of SB 610 since it would exceed the minimum thresholds for analysis. A Water Supply Assessment (WSA) was prepared by Kennedy/Jenks Consultants in September 2008, titled *Sakioka Farms Draft Water Supply Assessment & Verification*, and is provided in Appendix K to this Draft EIR.

Table IV.N-3 summarizes the proposed Project water consumption, which would be up to 1,030 AFY with residential uses or 1,025 AFY without residential uses. With potential demand reduced with recycled water and transferred allocation supply, the net demand would be 329 AFY with residential uses or 330 AFY without residential uses as shown in Table IV.N-3.

**Table IV.N-3
Proposed Project Water Consumption (with and without residential uses)**

Land Use	Size	Consumption Rate ^a	Water Consumption (AFY)
With Residential Uses			
Commercial	25 ac	1,500 gpad	40
Office	20 ac	1,500 gpad	35
Business Research	91	1,500 gpad	155
Light Industrial	225.5 ac	2,800 gpad	705
Residential	25 ac	2,800 gpad	80
Fire Station	1.5 ac	3 AFY	5
Park	3 ac	3 af/ac	10
Proposed Project Demand Subtotal			1,030
Transferred Allocation Supply ^b			-637
Difference of Supply and Demand			393
Potential Demand Served by Recycled Water ^c			-64
Proposed Project Net Total			-329
Without Residential Uses			
Commercial	25 ac	1,500 gpad	40
Office	20 ac	1,500 gpad	35
Business Research	91	1,500 gpad	155
Light Industrial	250.5	2,800 gpad	790
Residential	0 ac	2,800 gpad	0
Fire Station	1 ac	3 AFY	5
Park	0 ac	3 af/ac	0
Proposed Project Subtotal			1,025
Transferred Allocation Supply ^b			-637
Difference of Supply and Demand			388
Potential Demand Served by Recycled Water ^d			-58
Proposed Project Net Total			-330
<i>Notes:</i> <i>Values rounded to nearest 5.</i> <i>ac = acre; gpad = gallons/acre/day; AFY = acre feet per year, af/ac = acre feet per acre; 1 AFY = 325,851 gallons; 1 year = 365 days</i> <i>^a Source: Oxnard 2005 Urban Water Master Plan.</i> <i>Source: Kennedy/Jenks Consultants, Sakioka Farms Draft Water Supply Assessment & Verification, August 2008 and Update to the 2008 WSA.</i>			

^b Per Fox Canyon GMA Ordinance Code 8.1, the Sakioka Farms development will result in the conversion of 424.6 acres of agricultural land to urban uses. The present conversion rate is 1.5 AFY per acre of converted land. This conversion will yield 637 AFY of potable water supply to the development.

^c Recycled water will not be available until mid 2012 at the earliest. Therefore, the developer will need to plan for landscaping to be served by domestic water up to the time when recycled water is available.

^d The Sakioka Farms Business Park Specific Plan outlines the potential for two development alternatives. Table 3-9 reflects the development alternative with the higher water demand. It is possible, dependent on the development alternative selected, potable demand could be 5 AFY less and recycled water demand could be 6 AFY less. The total difference in supply deficit, with recycled water, is 1 AFY for a total of 330 AFY.

In addition, development of the Sakioka Farms Business Park Specific Plan is part of the overall planned water demand increase for Oxnard. The projected water demand for Oxnard in 2030 with complete buildout of Sakioka Farms, as well as other future projects, and ambient growth is approximately 40,980 AFY¹⁸ (an increase of 13,965 or 33% above existing demand (2007)). Thus, the project's 1,030 AFY represents 2.5 % of the projected demand¹⁹ and 7.4% of the projected increase from 2007 to 2030.²⁰

Overall, the findings of the WSA (SB 610) and Water Supply Verification (SB 221) are that:

A. The WSA considers water demands of the Sakioka Farms development project as well as water demands from other proposed or anticipated developments for the period 2010 to 2030.

B. Water supplies as identified herein from CMWD, UWCD, and the City are considered as firm for the period 2010 to 2030.

C. During the period 2010 to 2014, the City may draw on a portion of its groundwater credit bank of approximately 37,000 AF as an interim supply until the GREAT AWTF is completed as planned. Under extended dry and multiple dry year conditions, it is possible that during the years 2010 to 2014, the cumulative draw on the groundwater credits could exceed the City's available credits and the City would have to pay higher rates for additional water. However, the City has developed this credit bank for use during these types of extended drought or water supply restricted conditions.

D. Once the GREAT AWTF is in full production, the City will gradually restore its groundwater credit bank as a buffer against future supply constraints.

E. Under the current estimated schedule, the production, use, and recharge of recycled water will be available for use in, or to offset, the potential demands from the Sakioka Farms development by

¹⁸ Water Supply Assessment, Table 3-2, Water Demand Projection – 2030 (AFY)

¹⁹ $1,030 / 40,980 \times 100\% = 2.5\%$

²⁰ $1,030 / 13,965 \times 100\% = 7.4\%$

approximately 2015. Thus the Sakioka Farms Project must be implemented in a manner to expedite the production, use and recharge of recycled water.

F. The GREAT Program continues to be an important element in providing water supply to the Sakioka Farms development project, along with other proposed or anticipated development. Based on the facts cited and analysis above, this WSA concludes and verifies that the City's total, reasonably projected water supplies available during normal, single dry and multiple dry water years during a 20-year projection are sufficient to meet the water demand associated with the Project, in addition to the City's existing and planned future uses. This conclusion is based on the assumption that the Project will be water neutral; that is the Project will present to the City sufficient water rights or water supplies to offset the full estimated demand associated with the Project. Thus, the Project proponent must develop a program to offset a minimum of 393 AFY of demand through some combination of additional water supply contributions through facilities development, extraordinary conservation measures, in-City retrofits, contributions to the development of recycled water facilities, or similar water neutral measures.

Cumulative Impacts

The proposed Project with water neutral mitigation would not result in a cumulative impact on water supply or water infrastructure. There is the potential that due to uncertainties, the City could face water shortages. Therefore, the following measures are available and shall be implemented by the City and future developers, as necessary, to avoid or reduce the risk of potential future water shortages. While many of these measures are programmatic in nature and go beyond what can be accomplished at the project level, the Project developers and subsequent developers shall be required to support the City with implementation of the following measures, as applicable. These measures help to illustrate the flexibility in programs that the City has to avoid environmental impacts associated with future water supply and demand issues.

- The City shall continue to maximize its reliance on the M&I Supplemental Water Supply Program.
- The City has the option to pump additional groundwater from City wells above their allocation. However, this may result in additional surcharges from the GMA.
- The supply and demand comparison tables presented earlier are predicated on the City's utilizing its full purchase order entitlement of CMWD water, less the PHWA water use and reservation as discussed above. However, in 2007 PHWA only used 2,220 AFY of its 3,262.5 AFY of reservation. Thus, the City could potentially purchase an additional 1,040 AFY of CMWD in times of need.
- Obtain City Council approval for use of the allocation and credits associated with UWCD's acquisition of the Ferro Property.
- The City also has options of purchasing unused O-H water from other water purveyors.

- Plan for the first expansion of the GREAT Program to be an additional 5.2 MGD (to 11.45 MGD).
- The City should plan for the second expansion of the GREAT Program to be an additional 5.0 MGD (to 16.45 MGD). Before designing the second expansion, in particular, the demand and surplus projections should be revisited. The City could also implement additional temporary water demand measures for periods when supply is not sufficient to meet demand as outlined in City Ordinance No. 2729, "City of Oxnard Water Conservation and Water Shortage Response Ordinance."
- The City shall monitor the pace of new development as it relates to the phasing and implementation of new water supply systems and changing legal, environmental, technological, and social conditions. If it becomes apparent that the anticipated water supply systems are not keeping pace with development or should unanticipated events occur that would cause such new development to adversely impact local water supplies, the City shall curtail or limit the issuance of building permits until such time that a water supply can be assured.

Each project shall be required to pay a fair share contribution to all programs, such as the City's fee program, that are in place to fund the GREAT Program and to facilitate implementation of new water supplies for the City. In addition, all projects shall be required to comply with standard water conservation requirements of the City, State, and Uniform Building Code. These include the use of low-flush toilets and urinals, compliance with statewide efficiency standards for shower heads and faucets, and insulation of pipes to reduce water used before hot water reaches equipment or fixtures. CEQA also requires that an EIR disclose the environmental effects of potential mitigation measures such as the implementation of the City's GREAT Program. A complete programmatic EIR that addressed the environmental effects of the GREAT was prepared and certified in 2004. That EIR document noted that, with the exception of a small but finite safety risk associated with project elements within an identified tsunami hazard area, all of the GREAT project impacts can be mitigated to a less than significant level. Potentially significant but mitigable impacts were identified in the areas of land use, geology, cultural and paleontological resources, water resources, biological resources, air quality, traffic, noise, visual resources, public services and utilities, and hazardous materials and waste. As part of the GREAT Program approval, an MMRP was adopted to ensure that project-specific impacts of that program and all of its components are effectively mitigated. Implementation of the mitigation measures in the GREAT Program EIR as well as those identified above would help to ensure that cumulative water supply impacts due to inherent uncertainties in long-range forecasting would be reduced to a less than significant level.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies

and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of water impacts.

MITIGATION MEASURES

The following mitigation measures are required to minimize the potable water demand of the Project.

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

- A public pipeline systems which feed into separate water meters for each ownership. In addition, there shall be separate water meters for each multi-family unit townhouses, but not apartment units. The high-rise residential towers may be master-metered.
- A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system.
- All domestic water pipelines shall adhere to Division of Occupational Health and Safety (DOHS) requirements for separation between water and recycled water/wastewater pipelines.
- The developer shall be responsible for payment of capital improvement/connection fees, including all related “installation fees.”
- Developer shall provide the City any approvals necessary to dedicate to the City all FCGMA allocation associated with the Project site, whether such allocation is associated with the conversion of agricultural to urban uses, or otherwise.
- Developer shall provide to the City addition water rights, water supplies, or water offsets in the form of recycled water facilities, conservation retrofits, financial contributions towards City programs which generate in-City water conservation, or participation in other similar programs with cumulatively result in a total water supply contribution, taken together with other water rights or FCGMA allocation provided to the City, which offset the entire estimated water demand associated with the Project.

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

- The portion of the irrigation intended for the future recycled water system shall be separately metered from that portion of the system that will not be connected to the future recycled water system, if any.
- Until the recycled water system is operational, the common area irrigation system shall be connected to the domestic system. Once recycled water is available, and connection to the recycled water system is made, the developer shall remove the connection to the domestic

water system. No domestic water back-up is needed, since the City will provide such back-up including an appropriate air gap facility as part of the City's system.

- Prior to the availability of recycled water, the developer shall be responsible for payment of the Recycled Water Connection Fee or the water connection fee, whichever is greater for facilities constructed.
- At such time as recycled water is available, the developer shall be responsible for all costs involved with the re-connection of the applicable portions of the irrigation system to the public recycled water system, including appropriate signage. Credits for connection fees shall be given by the City based on the size of the meter(s). Under no circumstance will there be a refund of water connection fees already paid.
- The developer shall be responsible for appropriate Sakioka Farms Specific Plan Covenants, Conditions and Restrictions (CC&Rs) covering the use of recycled water and for proper disclosures.
- Prior to submittal of subdivision improvement plans, the developer shall review with the City the potential for dual plumbing, whereby toilet facilities would be served by the recycled water system. No determination has yet been made regarding whether the City will desire to proceed with this plan. However, should the City decide that it is desired, all costs associated with the dual plumbing shall be borne by the developer.

N-3 The developer shall incorporate exterior water conservation features, as recommended by the State Department of Water Resources, into the Project. These shall include, but are not limited to:

- Landscaping of common areas with low water-using plants,
- Minimizing the use of turf by limiting it to lawn dependent uses, and
- Wherever turf is used, installing warm season grasses.

N-4 The developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.

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

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

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

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

- N-9 The Project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.
- N-10 The Project developer shall install a “smart sprinkler” system to provide irrigation for the landscaped areas. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be automatically adjusted by a state-of-the-art system that relies on local weather forecasts.
- N-11 The project developer shall install low-flush water toilets in all new construction at the project site. Low-flow faucet aerators shall be installed on all new sink faucets.
- N-12 In order to negate the Project’s projected annual water supply deficit of 330 acre feet and achieve the water neutral policy established by the City Council, the Developer shall participate in the financing of an approximately 4.5 mile recycled water supply branch pipeline commencing at the intersection of Ventura Road and Fifth Street, going east along Fifth Street to Oxnard Boulevard, north on Oxnard Boulevard to Camino del Sol, east on Camino del Sol to Rose Avenue, and north on Rose Avenue to Gonzales Road, then from there into the Project’s recycled internal pipelines required by mitigation N-2. The pipeline varies in width from 16 to 12 inches and a more feasible and/or less expensive alternative route may be substituted by the Director of Public Works. The Project’s estimated share of the total expense is approximately 55 percent, or \$3,930,720 which includes a 20 percent contingency. This Project’s obligation may be proportionately reduced and/or refunded should other recycled water users buy into the water line under a cost-sharing program to be developed by the Director of Public Works. This pipeline is required to be in place and operational when, and if, the cumulative actual and projected potable water demands of subsequent development exceed the transferred ground water credits transferred to the City.
- N-13 The Project shall construct an 18-inch potable water pipeline approximately 900 feet in length from the intersection of Solar Drive and Gonzales Road eastward and connecting to the Project’s internal potable pipeline system at Rice Avenue. The estimated cost is \$370,000 which includes a 20 percent contingency. This pipeline connector and related equipment shall be completed and operable prior to completion of any structure in Planning Areas 1, 2, or 3 or as determined by the Director of Public Works.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The potential water supply impacts of the proposed Project would be less than significant after implementation of Mitigation Measures N-1 through N-13.

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES AND SERVICE SYSTEMS

2. WASTEWATER

ENVIRONMENTAL SETTING

The City of Oxnard Public Works Wastewater Division (PWWD) provides sewer conveyance infrastructure and wastewater treatment services to the project area. The PWWD operates and maintains over 300 miles of sewer pipelines and 16 wastewater pumping stations which serve Oxnard as well as the City of Port Hueneme and the Naval Base of Ventura County for a total population served at approximately 225,000.²¹

Sewer Lines

The site is part of the Eastern Trunk Sewer area which combines and travels south along Rice Avenue and Pleasant Valley Road where it meets the Rose Avenue Trunk Sewer and into the Oxnard Wastewater Treatment Plant (OWWTP).²² The existing sewer lines nearest the project site include an 18-inch vitrified clay pipe (VCP) gravity sewer line underneath Rice Avenue and a 21-inch VCP gravity sewer line underneath Del Norte Boulevard. The line in Rice Avenue originates about a mile northwest of the site and serves residential developments located east of Rose Avenue and north of the Ventura Freeway. Connected to the northern end of the gravity line in Del Norte Boulevard is a 10-inch force main that originates at the Nyeland Acres pump station located north of the site. Another 10-inch force main that originates east of the site is also connected to the northern end of the Del Norte gravity sewer line. The Rice Avenue line was constructed in the 1960s, whereas the Del Norte line was constructed in the 1980s. Currently, there are no sewer lines located onsite.

Treatment Plant

The OWWTP, located at 6001 South Perkins Road, provides treatment capacity for wastewater flows generated in the City's service area. The OWTP is the only ocean discharger in Ventura County and currently processes an average of 20 million gallons per day (gpd).²³ The OWTP has a current design capacity of 31.7 million gpd.²⁴ Therefore, the OWTP is operating at about 63% capacity with a surplus of approximately 11.7 million gpd. There is a provision to expand the OWWTP to 39.7 million gpd by

²¹ Oxnard Water Resources Division website: <http://www.oxnardwastewater.org/home.asp>, June 17, 2008.

²² Oxnard Planning and Environmental Services, in Oxnard General Plan Update, June 2006.

²³ 2005 Urban Water Management Plan, City of Oxnard, pg. 41.

²⁴ City of Oxnard General Plan Update 2020, Wastewater System, pg. 30.

2020. The capacity of the expanded OWWTP can accommodate Oxnard through its projected 2020 General Plan buildout.

Wastewater Conveyance Fund

Oxnard established a Wastewater Conveyance Fund and Wastewater Treatment Plant Fund to pay for operations, maintenance, and capital costs of the wastewater collection system and wastewater treatment. In addition to these funds, Oxnard utilizes State and Federal grants to pay for a portion of the recent OWWTP expansion. Oxnard also collects sewer connection fees, and/or requires developers to build improvements to expand the wastewater collection system to service new customers.²⁵

Regulatory Framework

Wastewater Facilities Plan/Integrated Resources Plan

The City's wastewater system is subject to Section 201 of the federal Clean Water Act (CWA). The CWA requires that the City adopt a facilities plan in accordance with the U.S. Environmental Protection Agency (EPA) Rules and Regulations, 40 CFR, Section 35.917, which provides:

*Facilities planning will demonstrate the need for the proposed facilities. Through a systematic evaluation of feasible alternatives, it will also demonstrate that the selected alternative is cost-effective, i.e., is the most economical means of meeting established effluent and water quality goals while recognizing environmental and social considerations.*²⁶

The City prepared a *Wastewater Collection System Master Plan* (WCSMP) in 2002. This plan outlines an investment of 25 capital improvement projects to mitigate hydraulic deficient for current and buildout conditions. Specific projects will address the repair and replacement of collection lines and pump stations. This capital investment plan was in three phases starting in 2000 and going through 2020.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a significant impact would occur if a project would:

- (a) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or

²⁵ City of Oxnard General Plan Update, June 2006, *Infrastructure and Community Services*.

²⁶ 40 C.F.R. 35.917(b). See City of Los Angeles Integrated Resources Plan Facilities Plan, Volume 1, July 2004, Revised November 2005, p. 3-1.

- (b) Result in a determination by the wastewater treatment provider which serves or may serve the project, that it doesn't have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Project Impacts

The Project site is currently agricultural land and the wastewater generated onsite is negligible. As indicated in Table IV.N-4, the proposed Project is estimated to generate a total of approximately 860 AFY of wastewater with residential uses or 850 AFY without residential uses. This translates to 767,759 gpd or 758,831 gpd.²⁷ New sewer facilities constructed onsite will have to be connected to both the Rice Avenue and Del Norte Boulevard existing sewer lines.²⁸ The eventual development of the Project site was anticipated when the Northeast Industrial Area infrastructure was planned.

Since there are existing sewer lines adjacent to and nearby the project site, with sufficient capacity to handle the flows from the proposed project, no offsite sewer line improvements are anticipated, other than the proposed project's connection. The OWWTP has a remaining capacity of 11.7 million gpd and the proposed project's flows of 767,759 gpd or 758,831 gpd (with residential uses or without residential uses, respectively) can be accommodated. At most, the project would utilize 6.5% of the OWWTP's remaining capacity.²⁹ The proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Further, all industries proposing to connect to or discharge into the local sewer system shall first obtain the appropriate permit from the City of Oxnard Public Works Department, Wastewater Division. Sewer plans shall be approved by the City Engineer and the Oxnard Wastewater Division. Prior to recordation of the final map, the developer/project applicant shall enter into an agreement with the City which specifies the funding mechanism for all wastewater conveyance facilities. In addition, the mitigation measures recommended previously in this Draft EIR section for potable water supply would further reduce the amount of wastewater generated by the proposed project. Therefore, the impact of the proposed project on sewer systems would be less than significant.

CUMULATIVE IMPACTS

The list of residential, commercial, and industrial projects that are currently proposed, recently approved, or under construction in the City is provided in Appendix C to this EIR. As shown in Table IV.N-5, the estimated wastewater generation by the related projects would be approximately 1,176,835 gallons per day (gpd). This is further divided by the land usage associated with each type of related project. The residential related projects generate 5,633 dwelling units and 901,280 gpd. The commercial related

²⁷ Using 1 AFY = 325,851 gallons and 1 year = 365 days

²⁸ Conceptual Plan Report for Sakioka Farms, prepared by RBF Consulting, December 2003.

²⁹ $767,759 / 11,700,000 \times 100\% = 6.56\%$

projects generate 2,455,726 square feet and 196,457 gpd. The industrial related projects generate 988,726 square feet and 79,098 gpd.

Table IV.N-4
Proposed Project Wastewater Generation (with and without residential uses)

Land Use	Size	Generation Rate ^a	Wastewater Generation (AFY)
With Residential Uses			
Commercial	25 ac	1,250 gpad	35
Office	20 ac	1,250 gpad	30
Business Research	91	1,250 gpad	125
Light Industrial	225.5 ac	2,333 gpad	590
Residential	25 ac	2,333 gpad	65
Fire Station	1.5 ac	2.5 AFY	5
Park	3 ac	2.5 af/ac	10
Proposed Project Total			860
Without Residential Uses			
Commercial	25 ac	1,250 gpad	35
Office	20 ac	1,250 gpad	30
Business Research	91	1,250 gpad	125
Light Industrial	250.5	2,333 gpad	655
Residential	0 ac	2,333 gpad	0
Fire Station	1 ac	2.5 AFY	5
Park	0 ac	2.5 af/ac	0
Proposed Project Total			850
<i>Notes:</i> <i>ac = acre; gpad = gallons/acre/day; AFY = acre feet per year, af/ac = acre feet per acre; 1 AFY = 325,851 gallons; 1 year = 365 days</i> <i>^a Source: Oxnard Urban Water Management Plan, with water consumption estimated to be 120% of wastewater generation (or wastewater estimated to be 83.3% of water).</i>			

Buildout of cumulative projects in Oxnard will continue to increase demands on the OWTP. However, the plant currently has the capacity to accommodate up to 31.7 mgd with a remaining capacity of 11.7 mgd, and is currently planned to be expanded to have an ultimate capacity of 39.7 mgd in 2020. With the planned expansion, the City of Oxnard would maintain sufficient treatment capacity to serve planned and pending development. City general fund monies and wastewater treatment connection fees provide revenue for the necessary replacement and improvements to the OWTP.

Cumulative development would also increase the demand on the wastewater conveyance system. Individual projects would be required to mitigate wastewater collection system impacts on a case-by-case basis. Funding for increases in sewer capacity and other improvements come from a combination of connection fees paid by project developers and general fund monies. The wastewater conveyance connection fee is required so that necessary expansions to the sewage collection system can accommodate new development throughout Oxnard.

Based on this information, cumulative impacts relating to the collection and treatment of wastewater would be less than significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of wastewater impacts.

**Table IV.N-5
Related Projects Wastewater Generation**

No.	Land Use	Size	Generation Rate ^a	Wastewater Generation (gpd)
Residential (dwelling units) ^b				
1	RiverPark-Morning View	113	160 gal/du/day	18,080
2	RiverPark-Veranda	95	160 gal/du/day	15,200
3	Kenney Duplex conversion	2	160 gal/du/day	320
4	Victoria/Hemlock	116	160 gal/du/day	18,560
5	Colonial House Mixed Use	40	160 gal/du/day	6,400
6	RiverPark-Tradewinds II	91	160 gal/du/day	14,560
7	Arbor View (Mira Loma)	291	160 gal/du/day	46,560
8	Paseo Nuevo	60	160 gal/du/day	9,600
9	Unnamed	1	160 gal/du/day	160
10	Reardon Apartments	8	160 gal/du/day	1,280
11	Ventura/Vineyard	201	160 gal/du/day	32,160
12	Rose/Pleasant Valley	99	160 gal/du/day	15,850
13	Single Family Residence	1	160 gal/du/day	160
14	Sixth Street Apartments	8	160 gal/du/day	1,280
15	Casa De Rosas	5	160 gal/du/day	800
16	MacKay Residence	2	160 gal/du/day	320
17	Duplex	2	160 gal/du/day	320
18	Kelly Residence	1	160 gal/du/day	160
19	Morton Condominiums	7	160 gal/du/day	1,120
20	Paseo De Luz	43	160 gal/du/day	6,880
21	Duplex	2	160 gal/du/day	320
22	Press Courier Lofts	52	160 gal/du/day	8,320
23	Mendoza Units	1	160 gal/du/day	160
24	Gateway Walk	190	160 gal/du/day	30,400
25	Westwinds II	40	160 gal/du/day	6,400

**Table IV.N-5
Related Projects Wastewater Generation**

No.	Land Use	Size	Generation Rate ^a	Wastewater Generation (gpd)
26	Las Cortes	501	160 gal/du/day	80,160
27	Sampson Project	1	160 gal/du/day	160
28	DaL-Villa San Lorenzo	16	160 gal/du/day	2,560
29	Cervantes Condo Complex	3	160 gal/du/day	480
30	Smith Residence	1	160 gal/du/day	160
31	Artisan Apartments	272	160 gal/du/day	43,520
32	Promenade	111	160 gal/du/day	17,760
33	The Market	133	160 gal/du/day	21,280
34	RiverPark Apartments	400	160 gal/du/day	64,000
35	Wallin SFD	1	160 gal/du/day	160
36	RiverPark-Luminaria	187	160 gal/du/day	29,920
37	RiverPark Destination	116	160 gal/du/day	18,560
38	Cottages	52	160 gal/du/day	8,320
39	Pickett Residence	1	160 gal/du/day	160
40	RiverPark-The Avenue	24	160 gal/du/day	3,840
41	Unnamed	1	160 gal/du/day	160
42	RiverPark-Pacific Crossing	104	160 gal/du/day	16,640
43	RiverPark-Collage	76	160 gal/du/day	12,160
44	RiverPark-Meridian	159	160 gal/du/day	25,440
45	RiverPark-Waypointe	182	160 gal/du/day	29,120
46	Herzoff SFD	1	160 gal/du/day	160
47	Sandefer SFD	1	160 gal/du/day	160
48	Orbela	105	160 gal/du/day	16,800
49	North Shore	192	160 gal/du/day	30,720
50	Beachfront Dwelling	1	160 gal/du/day	160
51	Beretta SFD	1	160 gal/du/day	160
52	Tesoro Residence	1	160 gal/du/day	160
53	White Duplex	1	160 gal/du/day	160
54	Whitecap II	1	160 gal/du/day	160
55	Unnamed	1	160 gal/du/day	160
56	Unnamed	1	160 gal/du/day	160
57	RiverPark-The Landing	78	160 gal/du/day	12,480
58	Unnamed	159	160 gal/du/day	25,440
59	Sycamore Senior Village	229	160 gal/du/day	36,640
60	RiverPark Cabrillo	140	160 gal/du/day	22,400
61	Casas de la Playa	9	160 gal/du/day	1,440
62	RiverPark-Westerly II	83	160 gal/du/day	13,280
63	RiverPark-The Avenue	60	160 gal/du/day	9,600
64	Seabridge	708	160 gal/du/day	113,280

**Table IV.N-5
Related Projects Wastewater Generation**

No.	Land Use	Size	Generation Rate ^a	Wastewater Generation (gpd)
65	Sycamore Gardens	40	160 gal/du/day	6,400
66	Doris 7	7	160 gal/du/day	1,120
67	Dunes Duplex	2	160 gal/du/day	320
Residential Subtotal				901,280
Commercial (square feet)				
1	Rose Ranch	77,800	80 gal/1,000 sf/day	6,224
2	Embassy Suites Hotel	37,900	80 gal/1,000 sf/day	3,032
3	Shops at Vineyard	20,000	80 gal/1,000 sf/day	1,600
4	The Landing	146,200	80 gal/1,000 sf/day	11,696
5	The Pointe	42,000	80 gal/1,000 sf/day	3,360
6	Oxnard Center	114,472	80 gal/1,000 sf/day	9,158
7	Vineyard Avenue	9,000	80 gal/1,000 sf/day	720
8	Church Remodel	5,913	80 gal/1,000 sf/day	473
9	Radio Lazer	79,000	80 gal/1,000 sf/day	6,320
10	Oxnard Crossroads	11,326	80 gal/1,000 sf/day	906
11	Cantera Stone ^c	--	80 gal/1,000 sf/day	--
12	Colonial House	16,000	80 gal/1,000 sf/day	1,280
13	Vasquez Retail	3,569	80 gal/1,000 sf/day	286
14	Carriage Square	181,024	80 gal/1,000 sf/day	14,482
15	Ventura Orthopedic	19,560	80 gal/1,000 sf/day	1,565
16	Office Addition	7,980	80 gal/1,000 sf/day	638
17	Rancho Victoria	48,850	80 gal/1,000 sf/day	3,908
18	Financial Tower	309,429	80 gal/1,000 sf/day	24,754
19	Oralia's Bakery ^c	--	80 gal/1,000 sf/day	--
20	Victory Outreach	17,000	80 gal/1,000 sf/day	1,360
21	Statham Commercial	22,500	80 gal/1,000 sf/day	1,800
22	Carwash ^c	--	80 gal/1,000 sf/day	--
23	Paseo Azteca	7,000	80 gal/1,000 sf/day	560
24	Trinity Baptist Church	18,800	80 gal/1,000 sf/day	1,504
25	The Collection	614,266	80 gal/1,000 sf/day	49,141
26	CVS	27,190	80 gal/1,000 sf/day	2,175
27	Homewood Suites	98,798	80 gal/1,000 sf/day	7,904
28	Emerald Professional	5,587	80 gal/1,000 sf/day	447
29	Walgreens	14,410	80 gal/1,000 sf/day	1,153
30	Centennial Plaza	4,979	80 gal/1,000 sf/day	398
31	Guadalupe Church	16,800	80 gal/1,000 sf/day	1,344
32	Tesco	19,554	80 gal/1,000 sf/day	1,564
33	Nissan Auto	66,289	80 gal/1,000 sf/day	5,303
34	Centerpoint	12,780	80 gal/1,000 sf/day	1,022

**Table IV.N-5
Related Projects Wastewater Generation**

No.	Land Use	Size	Generation Rate ^a	Wastewater Generation (gpd)
35	Gateway	74,500	80 gal/1,000 sf/day	5,960
36	Unnamed	5,250	80 gal/1,000 sf/day	420
37	Third Tower	300,000	80 gal/1,000 sf/day	24,000
Commercial Subtotal				196,457
Industrial (square feet)				
1	Industrial Building	142,000	80 gal/1,000 sf/day	11,360
2	Asphalt Batch Plant ^c	--	80 gal/1,000 sf/day	--
3	Associated Ready Mix ^c	--	80 gal/1,000 sf/day	--
4	Lion's Gate	124,195	80 gal/1,000 sf/day	9,936
5	Landscape Maintenance	15,579	80 gal/1,000 sf/day	1,246
6	Industrial Conversion	36,480	80 gal/1,000 sf/day	2,918
7	Wallace Business Park	88,771	80 gal/1,000 sf/day	7,102
8	Quinn Equipment	12,012	80 gal/1,000 sf/day	961
9	Teal Club	80,407	80 gal/1,000 sf/day	6,432
10	Gemini Van Lines	30,000	80 gal/1,000 sf/day	2,400
11	Unnamed ^c	--	80 gal/1,000 sf/day	--
12	Loading Area	12,500	80 gal/1,000 sf/day	1,000
13	Purification Facility	60,000	80 gal/1,000 sf/day	4,800
14	Seagate	149,786	80 gal/1,000 sf/day	11,983
15	Unnamed	8,149	80 gal/1,000 sf/day	652
16	Unnamed	74,430	80 gal/1,000 sf/day	5,954
17	Rose & Eastman	33,000	80 gal/1,000 sf/day	2,640
18	Desalter ^c	--	80 gal/1,000 sf/day	--
19	Unnamed	25,110	80 gal/1,000 sf/day	2,009
20	Oxnard Arts	18,000	80 gal/1,000 sf/day	1,440
21	Alcaraz Catering	13,700	80 gal/1,000 sf/day	1,096
22	Unnamed	29,797	80 gal/1,000 sf/day	2,384
23	Unnamed	34,810	80 gal/1,000 sf/day	2,785
Industrial Subtotal				79,098
Related Projects Total				1,176,835
<p><i>Notes:</i> ^a ac = acre; gal = gallons; du = dwelling unit, sf = square foot; gpd = gallons per day ^a Source: L.A. CEQA Thresholds Guide, Exhibit M.2-12, Sewage Generation Factors. The City of Oxnard does not have generation rates listed by square footage (only by acre). Therefore, to analyze the related projects, the Los Angeles generation rates are used as a likely comparison. ^b Residential projects were assumed to be a mix of 1, 2, 3 or more bedroom projects, but average 2 bedrooms. ^c No square footage listed.</p>				

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The impact of the proposed project on sewer services would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES AND SERVICE SYSTEMS

3. SOLID WASTE

ENVIRONMENTAL SETTING

The City of Oxnard Solid Waste Division Municipal Haulers provides solid waste management, including collection, separation, and disposal services.

Municipal Solid Waste

Oxnard currently collects, separates, and disposes in excess of 140,000 tons of refuse annually through the City-owned but privately operated Del Norte Regional Recycling and Transfer Station. Commercial and industrial uses generate about 63 percent of the solid waste collected by the City, while residential uses generate the remainder. The permitted capacity of the Del Norte Regional Recycling and Transfer Station is 2,780 tons per day (tpd).

Recyclable materials including aluminum, glass, paper, metals, plastics, wood, and yard waste account for approximately 69 percent of the materials collected by the City. These materials are transferred to facilities that specialize in the use of recyclable materials rather than disposed of in landfills.

Solid waste that cannot be recycled is disposed of at the Toland Road Landfill east of Santa Paula and the Simi Valley Landfill. The Toland Road Landfill is a Class II municipal landfill that is operated by the Ventura County Sanitation District. This landfill has a permitted capacity of 1,500 tpd and currently accepts an average of 1,200 to 1,400 tpd, of which 200 to 240 tpd come from Oxnard. The projected closure date for the Toland Road Landfill is in 2027. The Simi Valley Landfill is a private facility operated by Waste Management, Inc. This landfill has a capacity of 3,000 tpd and currently accepts an average of 2,600 tpd, of which about 800 to 960 tpd come from Oxnard. The projected closure date for the Simi Valley Landfill is between 2022 and 2034.

Hazardous Waste

The County of Ventura and Incorporated Cities Hazardous Waste Management Plan estimates that approximately 12,609 tons of hazardous wastes per year are generated within Oxnard. There are no Class I (hazardous) landfills in Ventura County. These wastes are currently being exported from the County and taken either to disposal, treatment or recycling facilities in other counties. Users and producers of hazardous wastes and materials must obtain permits through the County. These permits must specify the types and amounts of materials used and how they will be transported, stored, used and disposed.

The hazardous waste produced in Oxnard is categorized by land use origin. Residential land use produces approximately 84 tons per year (0.6%), industrial land use produces 8,743 tons per year (69.4%), and commercial produces 3,742 tons per year (30%) for a total of 12,609 tons per year.

The Tanner Bill requires each county in the State of California to prepare a County Hazardous Waste Management Plan (CHWMP). The City Council approved the current plan on January 24, 1989. The

plan contains information on current hazardous waste generation patterns and volumes, treatment facilities currently in existence, an assessment of the need for a treatment or disposal facility for hazardous wastes, and hazardous waste goals and policies through the year 2000. The 2020 General Plan policy to implement the CHWMP at the City level is an important component of hazardous waste management by the City. However, substantial volumes of hazardous waste could continue to be produced in Oxnard, unless the City adopts policies regarding the minimization of hazardous waste generated. The generation of potentially hazardous materials is further enhanced by the substantial amount of industrial and business research park uses envisioned in the 2020 General Plan. Although it is not currently known what specific types of businesses will occupy the industrial space, such land uses typically produce an array of potentially hazardous materials.

Regulatory Framework

California Integrated Waste Management Act of 1989 (AB 939)

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible. Specifically, the Act requires city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000. The Act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. Cities and counties are required to maintain the 50 percent diversion specified by AB 939 past the year 2000.

AB 939 further requires each city to conduct a Solid Waste Generation Study and to prepare a Source Reduction and Recycling Element (SRRE) to describe how it would reach the goals. The SRRE contains programs and policies for fulfillment of the goals of the Act, including the above-noted diversion goals and must be updated annually to account for changing market and infrastructure conditions. As projects and programs are implemented, the characteristics of the waste stream, the capacities of the current solid waste disposal facilities, and the operational status of those facilities are upgraded, as appropriate. California cities and counties are required to submit annual reports to the California Integrated Waste Management Board (CIWMB) to update it on their progress toward the AB 939 goals.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guidelines*, a significant impact to solid waste services would occur if the landfills serving the proposed project did not have sufficient permitted capacity to accommodate the project's solid waste disposal needs and/or if it would not comply with federal, state, and local statutes and regulations related to solid waste.

Project Impacts

Construction

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard. The construction of the proposed Project is estimated

to generate approximately 32,818,710 or 33,084,450 pounds of solid waste (with residential uses or without residential uses, respectively) over the construction period. The calculations for the construction generation are indicated in Table IV.N-6. Recycling of construction-related waste materials in compliance with AB 939 and City recycling programs would substantially reduce this waste stream that would otherwise go to a landfill. The City requires developers to prepare a Solid Waste Management and Recycling Plan prior to the issuance of building permits that identifies the materials to be recycled and the management methods to be implemented during construction. Therefore, using a conservative assumption of 50 percent recycling rate of construction waste, approximately 16,542,225 pounds (8,271 tons) of construction waste could be disposed of in the landfills.³⁰

The Toland Road Landfill has capacity for between 100 and 300 tons of additional solid waste per day and the Simi Valley landfill has capacity for about 400 additional tpd. As such, both landfills would have adequate capacity to accommodate the construction waste of 8,271 tons generated by the proposed project over its entire construction period of several years. Therefore, a less than significant impact associated with construction waste would occur.

Operation

Operation of the proposed Project would result in ongoing generation of solid waste. Over the long term, the proposed Project would be expected to generate approximately 146,970 pounds per day or 141,264 pounds per day (with residential uses or without residential uses, respectively), as shown in Table IV.N-7. (Note that solid waste generation rates are per employee for commercial, office, and industrial land usage. Therefore, the size indicates the numbers of employees, which comes from section IV.L, Population and Housing, of the Draft EIR.)

The proposed Project is required to participate in all applicable City recycling programs. The City currently requires the owners of commercial, office, and industrial buildings to prepare an Occupancy Recycling Plan that outlines the recycling efforts that will undertaken over the permitted occupancy of the business. The City Solid Waste Division also requires annual reports on what is actually recycled during occupancy. Using a diversion average of 69 percent, the proposed Project would generate approximately 45,561 pounds (23 tons) or 43,792 pounds (22 tons) of solid waste per day (with residential uses or without residential uses, respectively) that would be disposed in local landfills.

³⁰ (33,084,450 pounds of solid waste generated by the proposed project)/2 per AB 939.

Table IV.N-6
Proposed Project Construction Waste Generation (with and without residential uses)

Land Use	Size	Generation Rate ^a	Total Construction Waste Generation (lbs)
With Residential Uses			
Commercial	100,000 sf	3.89 lbs/sf	389,000
Office	400,000 sf	3.89 lbs/sf	1,556,000
Business Research	2,500,000 sf	3.89 lbs/sf	9,725,000
Light Industrial	4,630,000 sf	3.89 lbs/sf	18,010,700
Residential ^c	890 du (712,000 sf)	4.38 lbs/sf	3,118,560
Fire Station ^b	1.5 ac (5,000 sf)	3.89 lbs/sf	19,450
Park	3 ac	--	0
<i>Agriculture (removed)</i>	<i>-430 ac</i>	<i>--</i>	<i>0</i>
Proposed Project Net Total			32,818,710
Without Residential Uses			
Commercial	100,000 sf	3.89 lbs/sf	389,000
Office	400,000 sf	3.89 lbs/sf	1,556,000
Business Research	2,500,000 sf	3.89 lbs/sf	9,725,000
Light Industrial	5,500,000 sf	3.89 lbs/sf	21,395,000
Residential ^c	0 du	4.38 lbs/sf	0
Fire Station ^b	1.5 ac (5,000 sf)	3.89 lbs/sf	19,450
Park	3 ac	--	0
<i>Agriculture (removed)</i>	<i>-430 ac</i>	<i>--</i>	<i>0</i>
Proposed Project Net Total			33,084,450
<i>Notes:</i> <i>du=dwelling unit; sf=square feet; ac = acre; lbs=pounds</i> ^a <i>Source: USEPA Report No. EPA 530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, July 1998, page A-1. Based on a construction generation rate of 4.38 pounds of waste for every square foot of new residential construction and 3.89 pounds of waste for every square foot of new nonresidential construction</i> ^b <i>No square footage assigned, assumed to be 5,000 sf.</i> ^c <i>No square footage assigned, assumed to be 800 sf/du for a total of 712,000 sf</i>			

As discussed previously, the Toland Road Landfill has capacity for between 100 and 300 tons of additional solid waste per day and the Simi Valley landfill has capacity for about 400 additional tpd. Therefore, the entire 23 tpd or 22 tpd generated by the proposed project could be adequately handled by these landfills. The impact of the proposed project on solid waste disposal facilities would be less than significant.

CUMULATIVE PROJECTS

The list of residential, commercial, and industrial projects that are currently proposed, recently approved, or under construction in the City is provided in Appendix C to this Draft EIR. As shown in Table IV.N-8, the estimated solid waste generation by the related projects would be approximately 131,937 lbs/day (66 tpd). This is further divided by the land usage associated with each type of related project. The

residential related projects generate 68,980 lbs/day. The commercial related projects generate 57,074 lbs/day. The industrial related projects generate 5,883 lbs/day. The commercial and industrial sections were generated based on numbers of employees, which comes from section IV.L, Population and Housing of this Draft EIR.

**Table IV.N-7
Proposed Project Solid Waste Generation (with and without residential uses)**

Land Use	Size	Generation Rate ^a	Total (lbs/day)
With Residential Uses			
Commercial	222 employees	10.53 lbs/employee/day	2,338
Office	1,600 employees	10.53 lbs/employee/day	16,848
Business Research	10,000 employees	8.93 lbs/employee/day	89,300
Light Industrial	3,087 employees	8.93 lbs/employee/day	27,567
Residential	890 du	12.23 lbs/du/day	10,885
Fire Station ^b	3 employees	10.53 lbs/employee/day	32
Park	3 ac	--	0
<i>Agriculture (removed)</i>	<i>-430 ac</i>	<i>--</i>	<i>0</i>
Proposed Project Net Total			146,970
Without Residential Uses			
Commercial	222 employees	10.53 lbs/employee/day	2,338
Office	1,600 employees	10.53 lbs/employee/day	16,848
Business Research	10,000 employees	8.93 lbs/employee/day	89,300
Light Industrial	3,667 employees	8.93 lbs/employee/day	32,746
Residential	0 du	12.23 lbs/du/day	0
Fire Station ^b	3 employees	10.53 lbs/employee/day	32
Park	3 ac	--	0
<i>Agriculture (removed)</i>	<i>-430 ac</i>	<i>--</i>	<i>0</i>
Proposed Project Net Total			141,264
<i>Notes:</i> <i>du=dwelling unit; lbs=pounds</i> ^a <i>Source: City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Page M.3-2.</i> ^b <i>No square footage assigned or number of employees assigned. However, fire stations in Oxnard have a minimum crew of 3 firefighters.</i>			

As discussed previously, the Toland Road and Simi Valley Landfills have the existing capacity to accommodate additional solid waste. In addition, other landfills such as the Chiquita Canyon Landfill in Los Angeles County are available to the City as necessary. The City currently diverts about 69 percent of the solid waste generated citywide. Since all new developments in the City would be required to participate in City solid waste reduction programs, it is anticipated that the City will maintain, or even improve upon, this diversion rate. Therefore, the impact of cumulative development on solid waste services would be less than significant.

**Table IV.N-8
Related Projects Solid Waste Generation**

No.	Land Use	Size	Generation Rate ^a	Total (lbs/day)
	Residential	Dwelling units		
1	RiverPark-Morning View	113	12.23 lbs/du/day	1,382
2	RiverPark-Veranda	95	12.23 lbs/du/day	1,162
3	Kenney Duplex conversion	2	12.23 lbs/du/day	24
4	Victoria/Hemlock	116	12.23 lbs/du/day	1,419
5	Colonial House Mixed Use	40	12.23 lbs/du/day	489
6	RiverPark-Tradewinds II	91	12.23 lbs/du/day	1,113
7	Arbor View (Mira Loma)	291	12.23 lbs/du/day	3,559
8	Paseo Nuevo	60	12.23 lbs/du/day	734
9	Unnamed	1	12.23 lbs/du/day	12
10	Reardon Apartments	8	12.23 lbs/du/day	98
11	Ventura/Vineyard	201	12.23 lbs/du/day	2,458
12	Rose/Pleasant Valley	99	12.23 lbs/du/day	1,211
13	Single Family Residence	1	12.23 lbs/du/day	12
14	Sixth Street Apartments	8	12.23 lbs/du/day	98
15	Casa De Rosas	5	12.23 lbs/du/day	61
16	MacKay Residence	2	12.23 lbs/du/day	24
17	Duplex	2	12.23 lbs/du/day	24
18	Kelly Residence	1	12.23 lbs/du/day	12
19	Morton Condominiums	7	12.23 lbs/du/day	86
20	Paseo De Luz	43	12.23 lbs/du/day	526
21	Duplex	2	12.23 lbs/du/day	24
22	Press Courier Lofts	52	12.23 lbs/du/day	636
23	Mendoza Units	1	12.23 lbs/du/day	12
24	Gateway Walk	190	12.23 lbs/du/day	2,324
25	Westwinds II	40	12.23 lbs/du/day	489
26	Las Cortes	501	12.23 lbs/du/day	6,127
27	Sampson Project	1	12.23 lbs/du/day	12
28	DaL-Villa San Lorenzo	16	12.23 lbs/du/day	196
29	Cervantes Condo Complex	3	12.23 lbs/du/day	37
30	Smith Residence	1	12.23 lbs/du/day	12
31	Artisan Apartments	272	12.23 lbs/du/day	3,327
32	Promenade	111	12.23 lbs/du/day	1,358
33	The Market	133	12.23 lbs/du/day	1,627
34	RiverPark Apartments	400	12.23 lbs/du/day	4,892
35	Wallin SFD	1	12.23 lbs/du/day	12
36	RiverPark-Luminaria	187	12.23 lbs/du/day	2,287
37	RiverPark Destination	116	12.23 lbs/du/day	1,419
38	Cottages	52	12.23 lbs/du/day	636

**Table IV.N-8
Related Projects Solid Waste Generation**

No.	Land Use	Size	Generation Rate ^a	Total (lbs/day)
39	Pickett Residence	1	12.23 lbs/du/day	12
40	RiverPark-The Avenue	24	12.23 lbs/du/day	294
41	Unnamed	1	12.23 lbs/du/day	12
42	RiverPark-Pacific Crossing	104	12.23 lbs/du/day	1,272
43	RiverPark-Collage	76	12.23 lbs/du/day	929
44	RiverPark-Meridian	159	12.23 lbs/du/day	1,945
45	RiverPark-Waypointe	182	12.23 lbs/du/day	2,226
46	Herzoff SFD	1	12.23 lbs/du/day	12
47	Sandefer SFD	1	12.23 lbs/du/day	12
48	Orbela	105	12.23 lbs/du/day	1,284
49	North Shore	192	12.23 lbs/du/day	2,348
50	Beachfront Dwelling	1	12.23 lbs/du/day	12
51	Beretta SFD	1	12.23 lbs/du/day	12
52	Tesoro Residence	1	12.23 lbs/du/day	12
53	White Duplex	1	12.23 lbs/du/day	12
54	Whitecap II	1	12.23 lbs/du/day	12
55	Unnamed	1	12.23 lbs/du/day	12
56	Unnamed	1	12.23 lbs/du/day	12
57	RiverPark-The Landing	78	12.23 lbs/du/day	954
58	Unnamed	159	12.23 lbs/du/day	1,945
59	Sycamore Senior Village	229	12.23 lbs/du/day	2,801
60	RiverPark Cabrillo	140	12.23 lbs/du/day	1,712
61	Casas de la Playa	9	12.23 lbs/du/day	110
62	RiverPark-Westerly II	83	12.23 lbs/du/day	1,105
63	RiverPark-The Avenue	60	12.23 lbs/du/day	734
64	Seabridge	708	12.23 lbs/du/day	8,659
65	Sycamore Gardens	40	12.23 lbs/du/day	489
66	Doris 7	7	12.23 lbs/du/day	86
67	Dunes Duplex	2	12.23 lbs/du/day	24
Residential Subtotal				68,980
Commercial		Employees		
1	Rose Ranch	173	10.53 lbs/employee/day	1,822
2	Embassy Suites Hotel	84	10.53 lbs/employee/day	884
3	Shops at Vineyard	44	10.53 lbs/employee/day	463
4	The Landing	325	10.53 lbs/employee/day	3,422
5	The Pointe	93	10.53 lbs/employee/day	979
6	Oxnard Center	254	10.53 lbs/employee/day	2,675
7	Vineyard Avenue	20	10.53 lbs/employee/day	211
8	Church Remodel	13	10.53 lbs/employee/day	137

**Table IV.N-8
Related Projects Solid Waste Generation**

No.	Land Use	Size	Generation Rate ^a	Total (lbs/day)
9	Radio Lazer	176	10.53 lbs/employee/day	1,853
10	Oxnard Crossroads	25	10.53 lbs/employee/day	263
11	Cantera Stone ^b	--	10.53 lbs/employee/day	--
12	Colonial House	36	10.53 lbs/employee/day	379
13	Vasquez Retail	8	10.53 lbs/employee/day	84
14	Carriage Square	402	10.53 lbs/employee/day	4,233
15	Ventura Orthopedic	43	10.53 lbs/employee/day	453
16	Office Addition	18	10.53 lbs/employee/day	190
17	Rancho Victoria	109	10.53 lbs/employee/day	1,148
18	Financial Tower	688	10.53 lbs/employee/day	7,245
19	Oralia's Bakery ^b	--	10.53 lbs/employee/day	--
20	Victory Outreach	38	10.53 lbs/employee/day	400
21	Statham Commercial	50	10.53 lbs/employee/day	527
22	Carwash ^b	--	10.53 lbs/employee/day	--
23	Paseo Azteca	16	10.53 lbs/employee/day	168
24	Trinity Baptist Church	42	10.53 lbs/employee/day	53
25	The Collection	1,365	10.53 lbs/employee/day	14,373
26	CVS	60	10.53 lbs/employee/day	632
27	Homewood Suites	220	10.53 lbs/employee/day	2,317
28	Emerald Professional	12	10.53 lbs/employee/day	126
29	Walgreens	32	10.53 lbs/employee/day	337
30	Centennial Plaza	11	10.53 lbs/employee/day	116
31	Guadalupe Church	37	10.53 lbs/employee/day	390
32	Tesco	43	10.53 lbs/employee/day	453
33	Nissan Auto	147	10.53 lbs/employee/day	1,548
34	Centerpoint	28	10.53 lbs/employee/day	295
35	Gateway	166	10.53 lbs/employee/day	1,748
36	Unnamed	12	10.53 lbs/employee/day	126
37	Third Tower	667	10.53 lbs/employee/day	7,024
Commercial Subtotal				57,074
Industrial		Employees		
1	Industrial Building	95	8.93 lbs/employee/day	848
2	Asphalt Batch Plant ^b	--	8.93 lbs/employee/day	--
3	Associated Ready Mix ^b	--	8.93 lbs/employee/day	--
4	Lion's Gate	83	8.93 lbs/employee/day	741
5	Landscape Maintenance	10	8.93 lbs/employee/day	89
6	Industrial Conversion	24	8.93 lbs/employee/day	214
7	Wallace Business Park	59	8.93 lbs/employee/day	527

**Table IV.N-8
Related Projects Solid Waste Generation**

No.	Land Use	Size	Generation Rate ^a	Total (lbs/day)
8	Quinn Equipment	8	8.93 lbs/employee/day	71
9	Teal Club	54	8.93 lbs/employee/day	482
10	Gemini Van Lines	20	8.93 lbs/employee/day	179
11	Unnamed ^b	--	8.93 lbs/employee/day	--
12	Loading Area	8	8.93 lbs/employee/day	71
13	Purification Facility	40	8.93 lbs/employee/day	357
14	Seagate	100	8.93 lbs/employee/day	893
15	Unnamed	5	8.93 lbs/employee/day	45
16	Unnamed	50	8.93 lbs/employee/day	447
17	Rose & Eastman	22	8.93 lbs/employee/day	196
18	Desalter ^b	--	8.93 lbs/employee/day	--
19	Unnamed	17	8.93 lbs/employee/day	152
20	Oxnard Arts	12	8.93 lbs/employee/day	107
21	Alcaraz Catering	9	8.93 lbs/employee/day	80
22	Unnamed	20	8.93 lbs/employee/day	179
23	Unnamed	23	8.93 lbs/employee/day	205
Industrial Subtotal				5,883
Related Projects Total				131,937
<i>Notes:</i> <i>du = dwelling unit; sf = square feet; lbs = pounds</i> <i>^a Source: City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Page M.3-2.</i> <i>^b No square footage listed</i>				

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of solid waste impacts.

MITIGATION MEASURES

The impacts of the proposed Project would be less than significant and no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The impact of the proposed Project on solid waste services would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES AND SERVICE SYSTEMS

4. ENERGY

ENVIRONMENTAL SETTING

Energy consumption, including electricity and natural gas, by new buildings in California, is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations (CCR). The efficiency standards apply to new construction of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided that these standards meet or exceed those provided in Title 24 guidelines.

Natural Gas

The primary natural gas provider for the City of Oxnard is the Southern California Gas Company (SoCal Gas), a subsidiary of Sempra Energy and the nation's largest natural gas supplier. SoCal Gas distributes natural gas to 20.3 million residential, commercial, and industrial customers throughout the southern half of California. SoCal Gas owns and operates 95,000 miles of gas distribution mains and service lines, as well as nearly 3,000 miles of transmission and storage pipeline. The utility also owns gas transmission compressor stations and underground storage facilities.³¹

SoCal Gas serves the Project area through existing subterranean gas mains in the adjoining dedicated streets. SoCal Gas currently operates an existing 8-inch diameter medium pressure gas main within the Gonzales Road utility right-of-way and an existing 8-inch diameter and 30-inch diameter high-pressure main within the Rice Avenue utility right-of-way. The project site is located in SoCal Gas's Pacific Region, which includes all coastal areas between Long Beach and Ventura. The primary source of natural gas supplied to this SoCal Gas service area is an underground storage field in Playa Del Rey, a community in the City of Los Angeles. Natural gas service is provided in accordance with SoCal Gas's policies and extension rules on file with the California Public Utilities Commission (PUC) at the time contractual agreements are made.

The State produces about 15 percent of the natural gas it uses. The remaining 85 percent is obtained from sources outside of the State, 62 percent from the Southwest and Rocky Mountain area, and 23 percent from Canada. In the last 10 years, three new interstate gas pipelines were built to serve California, expanding the over one million miles of existing pipelines. However, the availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SoCal Gas is under the jurisdiction of the California PUC, but can be affected by the actions of federal regulatory

³¹ Southern California Gas Company website: <http://www.socalgas.com/aboutus/profile.html>, October 7, 2008.

agencies. Should these agencies take any action affecting natural gas supply or the conditions under which service is available, natural gas service would be provided in accordance with those revised conditions.

Electricity

The City of Oxnard receives electricity from Southern California Edison (SCE). Facilities and infrastructure providing service to the project site include transmission, distribution, and communication lines. SCE provides electricity service to central, coastal and southern California in 180 cities over 50,000 square miles in 11 counties. SCE serves more than 13 million people, 5,000 large businesses, and 280,000 small businesses.³²

In 2007, California produced 69.5% of the electricity it uses; the rest is imported from the Pacific Northwest (8.2%) and the U.S. desert southwest (22.3%). Natural gas is the main source for electricity at 45.2% of the total system power. The SCE Resource Mix for 2006 is as follows: 8% coal, 5% large hydro, 54% natural gas, 17% nuclear, and 16% renewable (biomass, geothermal, small hydro, solar, wind).³³

Regulatory Framework

California Code of Regulations

New buildings in California are required to conform to energy conservation standards specified in Title 24 of the California Code of Regulations (CCR). The standards establish energy budgets for different types of residential and non-residential buildings, with which all new buildings must comply. The energy budget has a space-conditioning component and a water-heating component, both expressed in terms of energy (BTU) consumed per year. The regulations allow for trade-offs within and between the components to meet the overall budget. Energy consumption is regulated by the State Building Energy Efficiency Standards, which apply to new construction of both residential and non-residential buildings, and regulated energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building or individual agency permit and approval processes.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix F to the State *CEQA Guidelines*, CEQA “requires that EIRs include a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding

³² Southern California Edison website: <http://www.sce.com/AboutSCE/CompanyOverview/>, October 7, 2008.

³³ California Energy Commission, Energy Almanac website: http://www.energyalmanac.ca.gov/electricity/electricity_resource_mix_pie_charts/index.html, October 7, 2008.

or reducing inefficient, wasteful, and unnecessary consumption of energy.” As no specific thresholds of significance are suggested in Appendix F or G to the State *CEQA Guidelines* and the City of Oxnard 1995 *Thresholds Guide*, this EIR assumes that the proposed Project could result in a significant impact to electricity resources or utility systems if either of the following would result from Project implementation:

- (a) Create a need for new supply facilities, distribution infrastructure, or capacity enhancing alterations to existing facilities; or
- (b) Conflict with adopted energy conservation plans.

Project Impacts

Natural Gas

The Project site is currently agricultural land use and does not support the need for consumption of natural gas other than possible use in vehicles or farm equipment. As indicated in Table IV.N-9, the proposed Project is estimated to consume a total of 776,082 or 742,334 (with residential uses or without residential uses, respectively) cubic feet (cf) of natural gas per day. SoCal Gas operates various medium and high pressure gas mains within the limits of the proposed Project³⁴ and could accommodate the natural gas needs from current supplies. Natural gas would be provided to the Project site through existing pressure mains in the adjoining streets.

The Project developer(s) would be responsible for paying any connection costs. As existing natural gas mains connect to the Project site, no outage should be required in order to provide natural gas service to the Project site. Natural gas connection to the proposed Project would not entail expansion of distribution infrastructure nor capacity enhancing alterations to existing facilities.

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction, including residential and non-residential buildings. The proposed project would meet or exceed Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the proposed Project would be consistent with the State’s energy conservation standards and, therefore, would not conflict with adopted energy conservation plans.

The proposed Project would result in an increase in natural gas consumption. However, SoCal Gas would be able to provide the increase in its portion of the volume of natural gas anticipated from development of the proposed Project. Therefore, there would be a less than significant impact on natural gas supply systems.

³⁴ Written correspondence with Jane Harrison, Planning Associate, SoCal Gas, February 27, 2006.

Table IV.N-9
Proposed Project Natural Gas Consumption (with and without residential uses)

Land Use	Size	Consumption Rate ^a	Total (cf/day)
With Residential Uses			
Commercial	100,000 sf	2.9 cf/sf/mo	9,667
Office	400,000 sf	2.0 cf/sf/mo	26,667
Business Research	2,500,000 sf	2.0 cf/sf/mo	166,667
Light Industrial	4,630,000 sf	2.94 cf/sf/mo	453,740
Residential	890 du	4,011.5 cf/du/mo	119,008
Fire Station ^b	1.5 ac (5,000 sf)	2.0 cf/sf/mo	333
Park ^c	3 ac	--	0
Agriculture (removed) ^c	-430 ac	--	0
Proposed Project Net Total			776,082
Without Residential Uses			
Commercial	100,000 sf	2.9 cf/sf/mo	9,667
Office	400,000 sf	2.0 cf/sf/mo	26,667
Business Research	2,500,000 sf	2.0 cf/sf/mo	166,667
Light Industrial	5,500,000 sf	2.94 cf/sf/mo	539,000
Residential	0 du	4,011.5 cf/du/mo	0
Fire Station ^b	1.5 ac (5,000 sf)	2.0 cf/sf/mo	333
Park ^c	3 ac	--	0
Agriculture (removed) ^c	-430 ac	--	0
Proposed Project Net Total			742,334
Notes: Du = dwelling unit; sf = square feet; ac = acre; cf = cubic feet; mo = month (assumed to be 30 days) ^a Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993. ^b No square footage assigned, assumed to be 5,000 sf. ^c No generation rates available, however any natural gas consumption is expected to be minimal.			

Electricity

The Project site is currently agricultural land use and has minimal need for electricity. As indicated in Table IV.N-10, the proposed Project is estimated to consume a total of 253,691 or 264,999 (With residential uses and without residential uses, respectively) kilowatt-hours (kWh) of electricity per day. SCE has states that the electrical loads of the Project are within parameters of projected load growth which SCE is planning to meet in the area. The total system demand for electricity increases annually and this Project would contribute to that growth. However, the SCE has plans for new distribution resources that would give SCE the ability to serve all customers' loads in accordance with its rules and tariffs adequately through 2010.³⁵

Table IV.N-10
Proposed Project Electricity Consumption (with and without residential uses)

³⁵ Written correspondence with Lee Canley, Service Planner, Southern California Edison, March 15, 2006.

Land Use	Size	Consumption Rate ^a	Total (kWh/day)
With Residential Uses			
Commercial	100,000 sf	13.55 kWh/sf/yr	3,712
Office	400,000 sf	12.95 kWh/sf/yr	14,192
Business Research	2,500,000 sf	12.95 kWh/sf/yr	88,699
Light Industrial	4,630,000 sf	10.5 kWh/sf/yr	133,192
Residential	890 du	5,626.50 kWh/du/yr	13,719
Fire Station ^b	1.5 ac (5,000 sf)	12.95 kWh/sf/yr	177
Park ^c	3 ac	--	0
<i>Agriculture (removed) ^c</i>	<i>-430 ac</i>	<i>--</i>	<i>0</i>
Proposed Project Net Total			253,691
Without Residential Uses			
Commercial	100,000 sf	13.55 kWh/sf/yr	3,712
Office	400,000 sf	12.95 kWh/sf/yr	14,192
Business Research	2,500,000 sf	12.95 kWh/sf/yr	88,699
Light Industrial	5,500,000 sf	10.5 kWh/sf/yr	158,219
Residential	0 du	5,626.50 kWh/du/yr	0
Fire Station ^b	1.5 ac (5,000 sf)	12.95 kWh/sf/yr	177
Park ^c	3 ac	--	0
<i>Agriculture (removed) ^c</i>	<i>-430 ac</i>	<i>--</i>	<i>0</i>
Proposed Project Net Total			264,999
<i>Notes:</i> <i>Du = dwelling unit; sf = square feet; ac = acre; kWh=kilowatt hours; yr=year (assumed to be 365 days)</i> ^a <i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i> ^b <i>No square footage assigned, assumed to be 5,000 sf.</i> ^c <i>No generation rates available, however any electricity consumption is expected to be minimal.</i>			

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction, including residential and non-residential buildings. The proposed Project would meet or exceed with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the proposed Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans.

The proposed Project would result in an increase in electricity consumption. However, SCE has indicated that the electrical loads of the Project are within parameters of projected load growth. Therefore, the proposed Project has been factored into the projected load growth electricity demands well through 2010. Furthermore, the proposed Project would be required to comply with Title 24, which establishes energy conservation standards for new construction. Therefore, there would be a less than significant impact on electrical supply systems.

CUMULATIVE IMPACTS

Natural Gas

The list of residential, commercial, and industrial projects that are currently proposed, recently approved, or under construction in the City are provided in Appendix C to this Draft EIR. As shown in Table IV.N-11, the estimated natural gas consumption by the related projects would be approximately 1,133,456

cf/day. This is further divided by the land usage associated with each type of related project. The residential related projects consume 804,974 cf/day. The commercial related projects consume 231,587 cf/day. The industrial related projects consume 96,895 cf/day. Note that while the consumption factor is based on a month, the total has been converted into days (1 month assumed to be 30 days).

The increase in natural gas consumption over existing levels does not constitute a significant environmental impact due to the following reasons: All of the related projects would be required to meet or exceed Title 24 of the CCR, which establishes energy conservation standards for new construction and would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. In addition, each related project would be in contact with SoCal Gas to aid in future planning and development of infrastructure. SoCal Gas has indicated that it has planned for developments in its capacity and distribution networks as required in the normal process of providing service and could adequately serve projects for the near future. Cumulative impacts related to natural gas service would be addressed through this process. As a result, cumulative natural gas impacts are not expected to be significant.

Table IV.N-11
Related Projects Natural Gas Consumption

No.	Land Use	Size	Consumption Rate ^a	Total (cf/day)
	Residential	dwelling units		1 month = 30 days
1	RiverPark-Morning View	113	4,011.5 cf/du/mo	15,110
2	RiverPark-Veranda	95	4,011.5 cf/du/mo	12,703
3	Kenney Duplex conversion	2	4,011.5 cf/du/mo	267
4	Victoria/Hemlock	116	4,011.5 cf/du/mo	15,511
5	Colonial House Mixed Use	40	4,011.5 cf/du/mo	5,349
6	RiverPark-Tradewinds II	91	4,011.5 cf/du/mo	12,168
7	Arbor View (Mira Loma)	291	4,011.5 cf/du/mo	38,912
8	Paseo Nuevo	60	4,011.5 cf/du/mo	8,023
9	Unnamed	1	4,011.5 cf/du/mo	134
10	Reardon Apartments	8	4,011.5 cf/du/mo	1,070
11	Ventura/Vineyard	201	4,011.5 cf/du/mo	26,877
12	Rose/Pleasant Valley	99	4,011.5 cf/du/mo	13,238
13	Single Family Residence	1	4,011.5 cf/du/mo	134
14	Sixth Street Apartments	8	4,011.5 cf/du/mo	1,070
15	Casa De Rosas	5	4,011.5 cf/du/mo	669
16	MacKay Residence	2	4,011.5 cf/du/mo	267
17	Duplex	2	4,011.5 cf/du/mo	267
18	Kelly Residence	1	4,011.5 cf/du/mo	134
19	Morton Condominiums	7	4,011.5 cf/du/mo	936
20	Paseo De Luz	43	4,011.5 cf/du/mo	57,498
21	Duplex	2	4,011.5 cf/du/mo	267
22	Press Courier Lofts	52	4,011.5 cf/du/mo	6,953

**Table IV.N-11
Related Projects Natural Gas Consumption**

No.	Land Use	Size	Consumption Rate ^a	Total (cf/day)
23	Mendoza Units	1	4,011.5 cf/du/mo	134
24	Gateway Walk	190	4,011.5 cf/du/mo	25,406
25	Westwinds II	40	4,011.5 cf/du/mo	5,349
26	Las Cortes	501	4,011.5 cf/du/mo	66,992
27	Sampson Project	1	4,011.5 cf/du/mo	134
28	DaL-Villa San Lorenzo	16	4,011.5 cf/du/mo	2,139
29	Cervantes Condo Complex	3	4,011.5 cf/du/mo	401
30	Smith Residence	1	4,011.5 cf/du/mo	134
31	Artisan Apartments	272	4,011.5 cf/du/mo	36,371
32	Promenade	111	4,011.5 cf/du/mo	14,843
33	The Market	133	4,011.5 cf/du/mo	17,784
34	RiverPark Apartments	400	4,011.5 cf/du/mo	53,487
35	Wallin SFD	1	4,011.5 cf/du/mo	134
36	RiverPark-Luminaria	187	4,011.5 cf/du/mo	25,005
37	RiverPark Destination	116	4,011.5 cf/du/mo	15,511
38	Cottages	52	4,011.5 cf/du/mo	6,953
39	Pickett Residence	1	4,011.5 cf/du/mo	134
40	RiverPark-The Avenue	24	4,011.5 cf/du/mo	3,209
41	Unnamed	1	4,011.5 cf/du/mo	134
42	RiverPark-Pacific Crossing	104	4,011.5 cf/du/mo	13,907
43	RiverPark-Collage	76	4,011.5 cf/du/mo	10,162
44	RiverPark-Meridian	159	4,011.5 cf/du/mo	21,261
45	RiverPark-Waypointe	182	4,011.5 cf/du/mo	24,336
46	Herzoff SFD	1	4,011.5 cf/du/mo	134
47	Sandefer SFD	1	4,011.5 cf/du/mo	134
48	Orbela	105	4,011.5 cf/du/mo	14,040
49	North Shore	192	4,011.5 cf/du/mo	25,673
50	Beachfront Dwelling	1	4,011.5 cf/du/mo	134
51	Beretta SFD	1	4,011.5 cf/du/mo	134
52	Tesoro Residence	1	4,011.5 cf/du/mo	134
53	White Duplex	1	4,011.5 cf/du/mo	134
54	Whitecap II	1	4,011.5 cf/du/mo	134
55	Unnamed	1	4,011.5 cf/du/mo	134
56	Unnamed	1	4,011.5 cf/du/mo	134
57	RiverPark-The Landing	78	4,011.5 cf/du/mo	10,429
58	Unnamed	159	4,011.5 cf/du/mo	21,261
59	Sycamore Senior Village	229	4,011.5 cf/du/mo	30,621
60	RiverPark Cabrillo	140	4,011.5 cf/du/mo	18,720
61	Casas de la Playa	9	4,011.5 cf/du/mo	1,203

**Table IV.N-11
Related Projects Natural Gas Consumption**

No.	Land Use	Size	Consumption Rate ^a	Total (cf/day)
62	RiverPark-Westerly II	83	4,011.5 cf/du/mo	11,098
63	RiverPark-The Avenue	60	4,011.5 cf/du/mo	8,023
64	Seabridge	708	4,011.5 cf/du/mo	94,671
65	Sycamore Gardens	40	4,011.5 cf/du/mo	5,349
66	Doris 7	7	4,011.5 cf/du/mo	936
67	Dunes Duplex	2	4,011.5 cf/du/mo	267
Residential Subtotal				804,974
Commercial		square feet		
1	Rose Ranch	77,800	2.9 cf/sf/mo	7,521
2	Embassy Suites Hotel	37,900	2.9 cf/sf/mo	3,664
3	Shops at Vineyard	20,000	2.9 cf/sf/mo	1,933
4	The Landing	146,200	2.9 cf/sf/mo	14,133
5	The Pointe	42,000	2.9 cf/sf/mo	4,060
6	Oxnard Center	114,472	2.9 cf/sf/mo	11,066
7	Vineyard Avenue	9,000	2.9 cf/sf/mo	870
8	Church Remodel	5,913	2.9 cf/sf/mo	572
9	Radio Lazer	79,000	2.9 cf/sf/mo	7,637
10	Oxnard Crossroads	11,326	2.9 cf/sf/mo	1,095
11	Cantera Stone ^b	--	2.9 cf/sf/mo	--
12	Colonial House	16,000	2.9 cf/sf/mo	1,547
13	Vasquez Retail	3,569	2.9 cf/sf/mo	345
14	Carriage Square	181,024	2.9 cf/sf/mo	17,499
15	Ventura Orthopedic	19,560	2.9 cf/sf/mo	1,891
16	Office Addition	7,980	2.9 cf/sf/mo	771
17	Rancho Victoria	48,850	2.9 cf/sf/mo	4,722
18	Financial Tower	309,429	2.9 cf/sf/mo	29,911
19	Oralia's Bakery ^b	--	2.9 cf/sf/mo	--
20	Victory Outreach	17,000	2.9 cf/sf/mo	1,643
21	Statham Commercial	22,500	2.9 cf/sf/mo	2,175
22	Carwash ^b	--	2.9 cf/sf/mo	--
23	Paseo Azteca	7,000	2.9 cf/sf/mo	677
24	Trinity Baptist Church	18,800	2.9 cf/sf/mo	1,817
25	The Collection	614,266	2.9 cf/sf/mo	59,379
26	CVS	27,190	2.9 cf/sf/mo	2,628
27	Homewood Suites	98,798	2.9 cf/sf/mo	9,550
28	Emerald Professional	5,587	2.9 cf/sf/mo	540
29	Walgreens	14,410	2.9 cf/sf/mo	1,393
30	Centennial Plaza	4,979	2.9 cf/sf/mo	481
31	Guadalupe Church	16,800	2.9 cf/sf/mo	1,624

**Table IV.N-11
Related Projects Natural Gas Consumption**

No.	Land Use	Size	Consumption Rate ^a	Total (cf/day)
32	Tesco	19,554	2.9 cf/sf/mo	1,890
33	Nissan Auto	66,289	2.9 cf/sf/mo	608
34	Centerpoint	12,780	2.9 cf/sf/mo	1,235
35	Gateway	74,500	2.9 cf/sf/mo	7,202
36	Unnamed	5,250	2.9 cf/sf/mo	508
37	Third Tower	300,000	2.9 cf/sf/mo	29,000
Commercial Subtotal				231,587
Industrial		square feet		
1	Industrial Building	142,000	2.94 cf/sf/mo	13,916
2	Asphalt Batch Plant ^b	--	2.94 cf/sf/mo	--
3	Associated Ready Mix ^b	--	2.94 cf/sf/mo	--
4	Lion's Gate	124,195	2.94 cf/sf/mo	12,171
5	Landscape Maintenance	15,579	2.94 cf/sf/mo	1,527
6	Industrial Conversion	36,480	2.94 cf/sf/mo	3,575
7	Wallace Business Park	88,771	2.94 cf/sf/mo	8,700
8	Quinn Equipment	12,012	2.94 cf/sf/mo	1,177
9	Teal Club	80,407	2.94 cf/sf/mo	7,880
10	Gemini Van Lines	30,000	2.94 cf/sf/mo	2,940
11	Unnamed ^b	--	2.94 cf/sf/mo	--
12	Loading Area	12,500	2.94 cf/sf/mo	1,225
13	Purification Facility	60,000	2.94 cf/sf/mo	5,880
14	Seagate	149,786	2.94 cf/sf/mo	14,679
15	Unnamed	8,149	2.94 cf/sf/mo	799
16	Unnamed	74,430	2.94 cf/sf/mo	7,294
17	Rose & Eastman	33,000	2.94 cf/sf/mo	3,234
18	Desalter ^b	--	2.94 cf/sf/mo	--
19	Unnamed	25,110	2.94 cf/sf/mo	2,460
20	Oxnard Arts	18,000	2.94 cf/sf/mo	1,764
21	Alcaraz Catering	13,700	2.94 cf/sf/mo	1,343
22	Unnamed	29,797	2.94 cf/sf/mo	2,920
23	Unnamed	34,810	2.94 cf/sf/mo	3,411
Industrial Subtotal				96,895
Related Projects Total				1,133,456
<i>Notes:</i> <i>du = dwelling unit; sf = square feet; cf = cubic feet; mo = month (assumed to be 30 days)</i> <i>^a Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.</i> <i>^b No square footage listed</i>				

Electricity

As shown in Table IV.N-12, the estimated electrical consumption by the related projects would be approximately 194,972 kWh per day. This is further divided by the land usage associated with each type of related project. The residential related projects consume 76,936 kWh per day. The commercial related projects consume 89,594 kWh per day. The industrial related projects consume 28,442 kWh per day. Note that while the consumption factor is based on a kWh per year, the total has been converted into days (1 year assumed to be 365 days).

The increase in electrical consumption over existing levels does not constitute a significant environmental impact due to the following reasons: all of the related projects would be required to meet or exceed Title 24 of the CCR, which establishes energy conservation standards for new construction and would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. In addition, each related project would be in contact with SCE to aid in future planning and development of infrastructure. SCE has indicated that it has planned for developments in its capacity and distribution networks as required in the normal process of providing service and could adequately serve projects for the near future. Cumulative impacts related to electrical service would be addressed through this process. As a result, cumulative electrical service impacts are not expected to be significant.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of energy impacts.

Table IV.N-12
Cumulative Electricity Consumption

No.	Project Name	Size	Consumption Rate ^a	Total Electricity (kWh/day)
	Residential	Dwelling unit		1 year = 365 days
1	RiverPark-Morning View	113	5,626.50 kWh/du/yr	1,742
2	RiverPark-Veranda	95	5,626.50 kWh/du/yr	1,464
3	Kenney Duplex conversion	2	5,626.50 kWh/du/yr	31
4	Victoria/Hemlock	116	5,626.50 kWh/du/yr	1,788
5	Colonial House Mixed Use	40	5,626.50 kWh/du/yr	617
6	RiverPark-Tradewinds II	91	5,626.50 kWh/du/yr	1,403
7	Arbor View (Mira Loma)	291	5,626.50 kWh/du/yr	4,486
8	Paseo Nuevo	60	5,626.50 kWh/du/yr	925

**Table IV.N-12
Cumulative Electricity Consumption**

No.	Project Name	Size	Consumption Rate ^a	Total Electricity (kWh/day)
9	Unnamed	1	5,626.50 kWh/du/yr	15
10	Reardon Apartments	8	5,626.50 kWh/du/yr	123
11	Ventura/Vineyard	201	5,626.50 kWh/du/yr	3,098
12	Rose/Pleasant Valley	99	5,626.50 kWh/du/yr	1,526
13	Single Family Residence	1	5,626.50 kWh/du/yr	15
14	Sixth Street Apartments	8	5,626.50 kWh/du/yr	123
15	Casa De Rosas	5	5,626.50 kWh/du/yr	77
16	MacKay Residence	2	5,626.50 kWh/du/yr	31
17	Duplex	2	5,626.50 kWh/du/yr	31
18	Kelly Residence	1	5,626.50 kWh/du/yr	15
19	Morton Condominiums	7	5,626.50 kWh/du/yr	108
20	Paseo De Luz	43	5,626.50 kWh/du/yr	663
21	Duplex	2	5,626.50 kWh/du/yr	31
22	Press Courier Lofts	52	5,626.50 kWh/du/yr	802
23	Mendoza Units	1	5,626.50 kWh/du/yr	15
24	Gateway Walk	190	5,626.50 kWh/du/yr	2,929
25	Westwinds II	40	5,626.50 kWh/du/yr	617
26	Las Cortes	501	5,626.50 kWh/du/yr	7,723
27	Sampson Project	1	5,626.50 kWh/du/yr	15
28	DaL-Villa San Lorenzo	16	5,626.50 kWh/du/yr	247
29	Cervantes Condo Complex	3	5,626.50 kWh/du/yr	46
30	Smith Residence	1	5,626.50 kWh/du/yr	15
31	Artisan Apartments	272	5,626.50 kWh/du/yr	4,193
32	Promenade	111	5,626.50 kWh/du/yr	1,711
33	The Market	133	5,626.50 kWh/du/yr	2,050
34	RiverPark Apartments	400	5,626.50 kWh/du/yr	6,166
35	Wallin SFD	1	5,626.50 kWh/du/yr	15
36	RiverPark-Luminaria	187	5,626.50 kWh/du/yr	2,883
37	RiverPark Destination	116	5,626.50 kWh/du/yr	1,788
38	Cottages	52	5,626.50 kWh/du/yr	802
39	Pickett Residence	1	5,626.50 kWh/du/yr	15
40	RiverPark-The Avenue	24	5,626.50 kWh/du/yr	370
41	Unnamed	1	5,626.50 kWh/du/yr	15
42	RiverPark-Pacific Crossing	104	5,626.50 kWh/du/yr	1,603
43	RiverPark-Collage	76	5,626.50 kWh/du/yr	1,172
44	RiverPark-Meridian	159	5,626.50 kWh/du/yr	2,451
45	RiverPark-Waypointe	182	5,626.50 kWh/du/yr	2,806
46	Herzoff SFD	1	5,626.50 kWh/du/yr	15
47	Sandefer SFD	1	5,626.50 kWh/du/yr	15

**Table IV.N-12
Cumulative Electricity Consumption**

No.	Project Name	Size	Consumption Rate ^a	Total Electricity (kWh/day)
48	Orbela	105	5,626.50 kWh/du/yr	1,619
49	North Shore	192	5,626.50 kWh/du/yr	2,960
50	Beachfront Dwelling	1	5,626.50 kWh/du/yr	15
51	Beretta SFD	1	5,626.50 kWh/du/yr	15
52	Tesoro Residence	1	5,626.50 kWh/du/yr	15
53	White Duplex	1	5,626.50 kWh/du/yr	15
54	Whitecap II	1	5,626.50 kWh/du/yr	15
55	Unnamed	1	5,626.50 kWh/du/yr	15
56	Unnamed	1	5,626.50 kWh/du/yr	15
57	RiverPark-The Landing	78	5,626.50 kWh/du/yr	1,202
58	Unnamed	159	5,626.50 kWh/du/yr	2,451
59	Sycamore Senior Village	229	5,626.50 kWh/du/yr	3,530
60	RiverPark Cabrillo	140	5,626.50 kWh/du/yr	2,158
61	Casas de la Playa	9	5,626.50 kWh/du/yr	139
62	RiverPark-Westerly II	83	5,626.50 kWh/du/yr	1,279
63	RiverPark-The Avenue	60	5,626.50 kWh/du/yr	925
64	Seabridge	708	5,626.50 kWh/du/yr	1,021
65	Sycamore Gardens	40	5,626.50 kWh/du/yr	617
66	Doris 7	7	5,626.50 kWh/du/yr	108
67	Dunes Duplex	2	5,626.50 kWh/du/yr	31
Residential Subtotal				76,936
Commercial		Square feet		
1	Rose Ranch	77,800	13.55 kWh/sf/yr	2,888
2	Embassy Suites Hotel	37,900	13.55 kWh/sf/yr	1,407
3	Shops at Vineyard	20,000	13.55 kWh/sf/yr	742
4	The Landing	146,200	13.55 kWh/sf/yr	5,420
5	The Pointe	42,000	13.55 kWh/sf/yr	15,59
6	Oxnard Center	114,472	13.55 kWh/sf/yr	4,250
7	Vineyard Avenue	9,000	13.55 kWh/sf/yr	334
8	Church Remodel	5,913	13.55 kWh/sf/yr	220
9	Radio Lazer	79,000	13.55 kWh/sf/yr	2,933
10	Oxnard Crossroads	11,326	13.55 kWh/sf/yr	420
11	Cantera Stone ^b	--	13.55 kWh/sf/yr	--
12	Colonial House	16,000	13.55 kWh/sf/yr	594
13	Vasquez Retail	3,569	13.55 kWh/sf/yr	132
14	Carriage Square	181,024	13.55 kWh/sf/yr	6,720
15	Ventura Orthopedic	19,560	13.55 kWh/sf/yr	726
16	Office Addition	7,980	13.55 kWh/sf/yr	296
17	Rancho Victoria	48,850	13.55 kWh/sf/yr	1,813

**Table IV.N-12
Cumulative Electricity Consumption**

No.	Project Name	Size	Consumption Rate ^a	Total Electricity (kWh/day)
18	Financial Tower	309,429	13.55 kWh/sf/yr	11,487
19	Oralia's Bakery ^b	--	13.55 kWh/sf/yr	--
20	Victory Outreach	17,000	13.55 kWh/sf/yr	631
21	Statham Commercial	22,500	13.55 kWh/sf/yr	835
22	Carwash ^b	--	13.55 kWh/sf/yr	--
23	Paseo Azteca	7,000	13.55 kWh/sf/yr	260
24	Trinity Baptist Church	18,800	13.55 kWh/sf/yr	695
25	The Collection	614,266	13.55 kWh/sf/yr	22,804
26	CVS	27,190	13.55 kWh/sf/yr	1,009
27	Homewood Suites	98,798	13.55 kWh/sf/yr	3,668
28	Emerald Professional	5,587	13.55 kWh/sf/yr	207
29	Walgreens	14,410	13.55 kWh/sf/yr	535
30	Centennial Plaza	4,979	13.55 kWh/sf/yr	185
31	Guadalupe Church	16,800	13.55 kWh/sf/yr	624
32	Tesco	19,554	13.55 kWh/sf/yr	726
33	Nissan Auto	66,289	13.55 kWh/sf/yr	2,461
34	Centerpoint	12,780	13.55 kWh/sf/yr	474
35	Gateway	74,500	13.55 kWh/sf/yr	2,766
36	Unnamed	5,250	13.55 kWh/sf/yr	195
37	Third Tower	300,000	13.55 kWh/sf/yr	11,137
Commercial Subtotal				89,594
Industrial		square feet		
1	Industrial Building	142,000	10.5 kWh/sf/yr	4,085
2	Asphalt Batch Plant ^b	--	10.5 kWh/sf/yr	--
3	Associated Ready Mix ^b	--	10.5 kWh/sf/yr	--
4	Lion's Gate	124,195	10.5 kWh/sf/yr	3,573
5	Landscape Maintenance	15,579	10.5 kWh/sf/yr	448
6	Industrial Conversion	36,480	10.5 kWh/sf/yr	1,049
7	Wallace Business Park	88,771	10.5 kWh/sf/yr	2,554
8	Quinn Equipment	12,012	10.5 kWh/sf/yr	346
9	Teal Club	80,407	10.5 kWh/sf/yr	2,313
10	Gemini Van Lines	30,000	10.5 kWh/sf/yr	863
11	Unnamed ^b	--	10.5 kWh/sf/yr	--
12	Loading Area	12,500	10.5 kWh/sf/yr	360
13	Purification Facility	60,000	10.5 kWh/sf/yr	1,726
14	Seagate	149,786	10.5 kWh/sf/yr	4,309
15	Unnamed	8,149	10.5 kWh/sf/yr	234
16	Unnamed	74,430	10.5 kWh/sf/yr	2,141
17	Rose & Eastman	33,000	10.5 kWh/sf/yr	949

**Table IV.N-12
Cumulative Electricity Consumption**

No.	Project Name	Size	Consumption Rate ^a	Total Electricity (kWh/day)
18	Desalter ^b	--	10.5 kWh/sf/yr	--
19	Unnamed	25,110	10.5 kWh/sf/yr	722
20	Oxnard Arts	18,000	10.5 kWh/sf/yr	518
21	Alcaraz Catering	13,700	10.5 kWh/sf/yr	394
22	Unnamed	29,797	10.5 kWh/sf/yr	857
23	Unnamed	34,810	10.5 kWh/sf/yr	1,001
Industrial Subtotal				28,442
Related Projects Total				194,972
<i>Notes:</i> <i>du = dwelling unit; sf = square feet; kWh=kilowatt hours; yr=year (assumed to be 365 days)</i> ^a <i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i> ^b <i>No square footage listed</i>				

MITIGATION MEASURES

The proposed project would have a less than significant impact with respect to natural gas and electricity services. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would have a less than significant impact on natural gas and electricity services.

V. GENERAL IMPACT CATEGORIES

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the *CEQA Guidelines* requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Based on the analysis contained in Section IV (Environmental Impact Analysis) of this EIR, the proposed project would result in one significant unavoidable impact related to the loss of agricultural land. All other potentially significant impacts would be reduced to less than significant levels with the recommended mitigation measures.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the *CEQA Guidelines* states that the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” Section 15126.2(c) further states that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The types and level of development associated with the proposed project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the project and would continue throughout its operational lifetime. Development under the Specific Plan would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the project would require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the project. However, this resource consumption would be consistent with growth planned within the City of Oxnard and anticipated change in the Ventura County region. The project would also provide a campus type groupings of professional, administrative, and high technology research and manufacturing uses at a location that has readily available access to U.S. Highway 101 and to similar areas within the City of Oxnard.

GROWTH INFLUENCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the *CEQA Guidelines* requires a discussion of the ways in which a proposed project could influence growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 12126.2(d) of the *CEQA Guidelines* states:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The proposed project would encourage economic growth by increasing the number of employees and residents at the project site who could patronize local businesses and services in the area. In addition, employment opportunities would be provided during construction and operation. As discussed in Section IV.L, Population and Housing, the proposed uses could generate opportunities for approximately 14,909 jobs at the project site. This growth would be consistent with area-wide population and housing forecasts for the City of Oxnard and Ventura County. The project would provide various tax revenues for the City, which ultimately would be reinvested into the community.

Also, the roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) serving the proposed project would not induce growth because they would tie into the existing infrastructure located in the immediate vicinity of the site and serve only the plan area.

The 2020 General Plan, adopted in 1990, established the existing land use designations for the Project site. While the 2020 General Plan EIR is too old to be relied on for the present action, the 2020 General Plan EIR analyzed the effects of buildout and general impacts of those designations.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other

environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of this EIR.

V. GENERAL IMPACT CATEGORIES

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the *CEQA Guidelines* requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Based on the analysis contained in Section IV (Environmental Impact Analysis) of this EIR, the proposed project would result in one significant unavoidable impact related to the loss of agricultural land. All other potentially significant impacts would be reduced to less than significant levels with the recommended mitigation measures.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the *CEQA Guidelines* states that the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” Section 15126.2(c) further states that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The types and level of development associated with the proposed project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the project and would continue throughout its operational lifetime. Development under the Specific Plan would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the project would require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the project. However, this resource consumption would be consistent with growth planned within the City of Oxnard and anticipated change in the Ventura County region. The project would also provide a campus type groupings of professional, administrative, and high technology research and manufacturing uses at a location that has readily available access to U.S. Highway 101 and to similar areas within the City of Oxnard.

GROWTH INFLUENCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the *CEQA Guidelines* requires a discussion of the ways in which a proposed project could influence growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 12126.2(d) of the *CEQA Guidelines* states:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The proposed project would encourage economic growth by increasing the number of employees and residents at the project site who could patronize local businesses and services in the area. In addition, employment opportunities would be provided during construction and operation. As discussed in Section IV.L, Population and Housing, the proposed uses could generate opportunities for approximately 14,909 jobs at the project site. This growth would be consistent with area-wide population and housing forecasts for the City of Oxnard and Ventura County. The project would provide various tax revenues for the City, which ultimately would be reinvested into the community.

Also, the roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) serving the proposed project would not induce growth because they would tie into the existing infrastructure located in the immediate vicinity of the site and serve only the plan area.

The 2020 General Plan, adopted in 1990, established the existing land use designations for the Project site. While the 2020 General Plan EIR is too old to be relied on for the present action, the 2020 General Plan EIR analyzed the effects of buildout and general impacts of those designations.

The City certified the 2030 General Plan Program EIR on February 2, 2010 that considered the possible environmental impacts of buildout to 2030: adding approximately 40,000 people to the City's population, development of all remaining vacant land within the Oxnard CURB Line (including the Project area), and developing approximately 350 acres of agricultural land north of the El Rio community if approved by Oxnard voters. The 2030 General Plan Final Program EIR finds that Class I significant and unavoidable impacts are: Air Quality and Greenhouse Gases; Agricultural Resources; Circulation, Traffic and Transportation (five intersections operate below Level of Service 'C'); and Noise. All other

environmental impacts are found to be less than significant with implementation of mitigating policies and programs. The 2030 General Plan Program EIR is hereby incorporated by reference for the cumulative analysis of this EIR.

VI. ALTERNATIVES

INTRODUCTION

Section 21002.1(a) of the CEQA Statutes (Public Resources Code) states:

The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided.

More specifically, the *State CEQA Guidelines* (Section 15126.6) requires an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed “infeasible.”

Section 15126.6(a) of the *State CEQA Guidelines* states the following:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

PURPOSE

Section 15126.6(b) of the *State CEQA Guidelines* states the following:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.

Level of Detail

The *State CEQA Guidelines* do not require the same level of detail in the alternatives analysis as with the analysis of the proposed Project. Section 15126.6(d) of the *State CEQA Guidelines* states the following:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

Project Objectives

The range of potential alternatives to the proposed Project shall include those that could feasibly accomplish most of the basic objectives of the proposed Project. The objectives of the proposed Project are as follows:

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

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

- To allow for innovative, feasible features that assist the City in implementing relevant General Plan and related environmental and planning goals, policies, and programs.

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the *State CEQA Guidelines* states the following:

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the

choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Overview of Selected Alternatives

As indicated above, project alternatives should feasibly be able to attain “most of the basic objectives of the project” (*State CEQA Guidelines* Section 15126.6[a]), even if the alternative might impede, to some degree, the attainment of the project objectives or be more costly (*State CEQA Guidelines* Section 15126.6[b]). The purpose of the analysis is to consider a reasonable range of potentially feasible alternatives that will facilitate informed decision making and public participation. To this end, the following alternatives were defined and analyzed:

- Alternative 1: Remains Agricultural (No Project)
- Alternative 2: Housing Substitution
- Alternative 3: Reduced Density with Housing
- Alternative 4: “Green” Sustainable Design

Table VI-1
Alternative Land Use Comparisons

Alternative			1	2	3	4
Uses		proposed Project	No Project	Housing Substitution	Reduced Density with Housing	“Green” Sustainable Design
Business Research	sf	2,500,000	0	2,500,000	2,000,000	2,500,000
Office	sf	400,000	0	400,000	320,000	400,000
Light Industrial	sf	5,500,000	0	4,630,000	3,704,000	5,500,000
Commercial	sf	100,000	0	100,000	80,000	100,000
Subtotal	sf	8,500,000	0	7,630,000	6,104,000	8,500,000
Residential	units	0	1	890	890	0
Park	acres	0	0	5.0	5.0	0
Fire Station	acres	1.5	0.0	1.5	1.5	1.5
<i>Source: City of Oxnard, 2010.</i>						

Significant Impacts That Cannot be Avoided

Several of the significant unavoidable adverse Project impacts cannot be avoided or reduced to less than significant under the proposed alternatives. The loss of agricultural land will occur wherever the Project is located as all undeveloped land of any significant size within the Oxnard CURB line is in agricultural

production (Teal Club, Maulhardt, and Southshore/Ormond Beach) and all land outside the Oxnard CURB is either in agricultural production or is a resource protection area, such as the Ormond Beach wetlands and coastal backdunes areas. Traffic from an alternative site or project composition of this size would almost certainly continue to have impacts on some or all of the below LOS C intersections, and not result in eliminating all below LOS C intersections. A Project of this size if reduced and/or in an alternative location would still generate greenhouse gases which would remain a cumulative significant impact at the Citywide level. In summary, no alternative location site could eliminate all significant adverse impacts and even though the No Project alternative would eliminate Project-related significant impacts, several cumulative impacts would remain significant.

Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the *State CEQA Guidelines* requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasoning underlying the lead agency's determination. In accordance with the *State CEQA Guidelines* Section 15126.6(f), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. As stated previously, an EIR only needs to analyze the alternative location that is capable of avoiding or substantially lessening any significant effects of the proposed Project.

Pursuant to Section 15126.6 of the *State CEQA Guidelines*, EIR preparers are encouraged to evaluate whether any of the significant effects of the proposed Project would be avoided or substantially lessened by putting the project in another location. There are three large undeveloped tracts within the Oxnard CURB that could possibly be an alternative site for the Project, or some portion of the Project. The Teal Club area is 175 acres, the Maulhardt unincorporated island is 107 acres, and the combined areas of the Southshore Specific Plan and South Ormond Beach Specific Plan (north of McWane Road) is 553 acres. The first two sites are too small to be considered as alternative sites. The Southshore/Ormond Beach area is large enough but is nearing completion of its own development entitlement processes and is not realistically available as an alternative site. All other sites in the Oxnard area are outside the Oxnard CURB line and would require voter approval before any formal consideration for development. Therefore, the lead agency finds that there are no qualifying alternative project sites.

Assumptions and Methodology

The alternatives analysis included in this section considers the potential environmental impacts of four alternatives and compares these impacts to those of the proposed Project for each of the environmental topics analyzed in detail in Section II (Environmental Impact Analysis) of this EIR (refer to Table VI-3, Comparison of the Impacts under the proposed Project and Alternatives, at the end of this section), although to a lesser level of detail than in Section IV (pursuant to *State CEQA Guidelines* Section 15126.6[d]). As discussed previously, Section 15126.6(a) of the *State CEQA Guidelines* states that alternatives to the Project should focus on reducing/avoiding the "significant" impacts of the Project. The significant impacts of the Project considered for reduction/avoidance are those identified in Section IV

prior to consideration of the effectiveness of mitigation, because in some cases mitigation can result in additional environmental impacts that could be avoided if the mitigation was not necessary. Although the alternatives analysis in this section meets this requirement, for informational purposes, the analysis also addresses the less than significant impacts of the proposed Project. However, the discussion of the ability of the alternatives to reduce/avoid the impacts of the Project that follows the analysis of each alternative identifies only those “significant” impacts of the Project that would be reduced/avoided, in accordance with the *State CEQA Guidelines*.

ALTERNATIVE 1 - NO PROJECT (REMAINS AGRICULTURAL)

CEQA requires the alternatives analysis to include a No Project alternative. The purpose of analyzing a No Project alternative is to allow decision makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project (*State CEQA Guidelines* Section 15126.6[e][1]). *State CEQA Guidelines* Section 15126.6(e)(2) states the following:

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans, and consistent with available infrastructure and community services.

Under the No Project Alternative (Alternative 1), the Specific Plan would not be approved and the site would continue to be cultivated with row crops. The 2020 (or 2030) General Plan land use designations would remain in place, allowing for a future development proposal. A discussion of the potential environmental impacts associated with Alternative 1 as compared to the proposed Project is included below.

Land Use

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. The possible physical division of a community, land use consistency, and conflicts with a habitat/natural conservation plan impacts would not occur under this alternative.

Agricultural Resources

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. The conversion of agricultural lands to non-agricultural uses would not occur, although eventual conversion is likely as the potential for development would continue as long as the general plan designation remains unchanged.

Aesthetics

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Less than significant aesthetics impacts would not occur under this alternative.

Biological Resources

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. As such, impacts related to special-status species, sensitive natural communities, and migratory wildlife corridors, and the conflicts with protection ordinances would not occur under this alternative.

Geology and Soils

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Geology and soils impacts would not occur under this alternative.

Hazards and Hazardous Materials

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Impacts related to hazardous materials/hazardous waste, i.e., oil/gas wells, polychlorinated biphenyls, asbestos, lead-based paint, other hazardous materials, and aircraft hazards would not occur under this alternative.

Hydrology and Water Quality

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Assuming agricultural activities continue on the Project site, it is possible there is the potential for impacts to groundwater and/or runoff water quality from various agricultural-related chemicals and activities. The agricultural operators are subject to all applicable federal, state, and county rules and regulations that prevent or mitigate impacts from agricultural activities and potential impacts are considered less than significant.

Transportation/Traffic

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Intersection and freeway capacity impacts would not occur under this alternative. Gonzales Road would not be extended to Rice Avenue. The Del Norte/Ventura Freeway interchange reconstruction would be unnecessary or delayed. Additionally, Alternative 1 would not result in any impacts related to air traffic patterns.

Air Quality

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Cumulative impacts to air quality and greenhouse gas emissions would occur under this alternative.

Noise

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Impacts related to construction noise, on-site noise, groundborne vibration and off-

site noise would not occur. The significant and unavoidable impact related to cumulative citywide roadway noise would still occur under this alternative.

Population and Housing

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. No impacts related to housing or population displacement would occur. The Project's estimated 15,000 jobs would not be created, which could be considered an adverse impact on the City's economic health and ability to provide a variety of jobs for the current and future workforce. An indirect adverse impact on traffic, air quality, and greenhouse gases is likely as some number of Oxnard residents who would have commuted locally to new jobs within the Project may have to commute further distances by private vehicle until and unless alternative transit is attractive and available.

Public Services

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Fire, police, school services, parks and recreation and library impacts would not occur under this alternative.

Utilities

Under Alternative 1, no development would occur at the Project site, and conditions at the site would continue as they are. Utilities impacts would not occur under this alternative. Agriculture operations would continue to pump ground water under the Fox Canyon Groundwater Management District rules that could continue or worsen the current overdraft situation.

RELATIONSHIP OF ALTERNATIVE 1 TO THE PROJECT OBJECTIVES

Alternative 1 would not meet any of the objectives of the proposed Project.

The No Project alternative eliminates the significant impact of the loss of agricultural land to urban uses and reduces cumulative air quality, greenhouse gas emissions, traffic, and noise impacts. However, given the prime location of the site near the Ventura Freeway and that the site is within the Oxnard CURB line, development is almost certain to occur eventually. Continuation of agriculture and on-site water pumping could have water quality and groundwater supply impacts. The loss of 15,000 jobs in the middle of west Ventura County could lead to additional traffic, air quality, and greenhouse gas emission impacts as local residents experience longer commutes to jobs that otherwise would have been closer and transit accessible.

ALTERNATIVE 2 – HOUSING SUBSTITUTION

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

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

This substitution would provide housing in a jobs-rich area of the City within walking distance of substantial employment opportunities leading to an expected reduction in the number of motor vehicle trips that would be generated within and outside of the Project site. The remaining areas of the site would be developed with the following:

- 2.5 million square feet of business/research space;
- 4.63 million square feet of light industrial space;
- 400,000 square feet of office space;
- 100,000 square feet of commercial space; and
- 1.5-acre fire station.

A discussion of the potential environmental impacts associated with Alternative 2 as compared to the proposed Project is below.

Land Use

The Project would not divide a community or conflict with a habitat/natural conservation plan. The proposed Project would be consistent with all applicable plans, policies, and regulations. Because Alternative 2 includes development of the same site with land uses substantially similar to those proposed under the Project, the land use impacts identified for the proposed Project would continue under this alternative.

Agricultural Resources

The conversion of the existing agricultural is a significant and unavoidable impact. Because Alternative 2 includes development of the same site, conversion of farmland under this alternative also would be significant and unavoidable.

The location of the light industrial land uses near other agricultural lands outside would not result in any conflicts that potentially could convert agricultural lands into non-agricultural uses, and impacts related to this issue would be less than significant. Under Alternative 2, the proposed location of the light industrial

land uses would be the same as under the proposed Project. As such, no conflicts would occur under Alternative 2 and impacts would be less than significant.

Aesthetics

The proposed Project would not obstruct or substantially affect scenic vistas or scenic resources in the Project area. The proposed Project would not degrade the visual character and quality of the Project site and area. Further, no light-sensitive land uses would be affected by the proposed Project, and the Specific Plan includes guidelines to limit or avoid excessive light spillage onto adjacent properties and to prevent the use of highly reflective building materials which cause glare the use of non- or low-reflective building materials to minimize glare. Aesthetics impacts would be less than significant. Alternative 2 includes development of the same site with substantially similar land. Design standards outlined in the Specific Plan, including those related to light and glare, would apply to Alternative 2. Similar to the proposed Project, Alternative 2 would not result in significant aesthetic impacts.

Biological Resources

Project impacts related to special-status species, sensitive natural communities, wetlands, and migratory wildlife corridors would be less than significant and the Project would not conflict with any ordinances protecting biological resources. Because Alternative 2 includes development of the same site as under the proposed Project, the same impacts related to biological resources would also occur and the mitigation measures would also apply.

Geology and Soils

This EIR concluded that through compliance with applicable building standards and codes, impacts related to geology and soils under the proposed Project would be less than significant. Alternative 2 includes development of the same site and development under Alternative 2 will be subject to the same applicable building standards and codes that would be reduce impacts to less than significant.

Hazards and Hazardous Materials

Impacts related to hazardous materials/hazardous waste and oil/gas wells under the proposed Project would be less than significant. The use, transport, storage, and disposal of hazardous materials under the proposed Project would be less than significant.

Because Alternative 2 includes development of the same site as under the proposed Project, the potential to encounter hazardous materials/hazardous waste and oil/gas wells at the Project site and the need to abate and dispose of hazardous materials is the same, and the mitigation measures identified in this EIR for these impacts would apply to Alternative 2. Because Alternative 2 includes substantially similar development the types of hazardous materials identified in this EIR that could be used, transported, stored, and disposed of would be the same under Alternative 2. Related impacts identified for the proposed Project would be the same for Alternative 2. Under Alternative 2, no residential uses would be placed with in the ETPZ, and no significant impacts related to this issue would occur.

Hydrology and Water Quality

Through compliance with the requirements of a Storm Water Pollution Prevention Plan (SWPPP) and the County Storm Water Quality Urban Impact Mitigation Management Plan (SQUIMP), water quality impacts under the proposed Project would be less than significant. Development of Alternative 2 would also require compliance with a SWPP and with the SQUIMP, which would ensure that water quality impacts under the alternative would be less than significant, similar to the proposed Project.

The Project site is not a significant area for groundwater recharge, due to geology, and the proposed Project would not result in any significant impacts related to groundwater recharge. Because Alternative 2 includes development of the same site groundwater recharge impacts would be the same.

The proposed Project would increase the amount of impervious surface, thereby increasing the amount of runoff from the site during a storm event. Storm water detention facilities would be constructed as part of the Project, with outlet control structures to effectively limit storm water discharges from the site to not exceed existing runoff rates. All development associated with the Specific Plan would be required to implement hydraulic control measures to prevent accelerated downstream erosion. Storm drainage facilities would be properly sized to accommodate anticipated runoff volumes. Impacts related to erosion and flooding under the proposed Project would be less than significant. Alternative 2 includes development of the Project site with less impervious surface due to the inclusion of a five-acre park, and the amount of runoff from the site during a storm event under the alternative would be less than as calculated for the proposed Project. Development of Alternative 2 would also require storm water detention, hydraulic control measures, and properly sized storm drainage facilities. Thus erosion and flooding impacts under Alternative 2 would be the same as identified for the proposed Project.

This EIR concluded that due to the distance of the Project site from any dam, coast, or large body of water, impacts related to flooding associated with potential dam failure, seiche, or tsunami would be less than significant. As Alternative 2 would develop the same site, dam failure, seiche, or tsunami impacts would also be less than significant.

Transportation/Traffic

With Alternative 2, the difference in trip generation would be negligible. With housing the peak hour traffic would be reduced by about two percent in the peak hours but the average daily trips would increase by two percent as shown in the table below. Traffic directionality for the housing alternative changed slightly in comparison to the Project land uses.

**Table VI-2
Trip Generation Comparison**

LAND USE	AM PEAK HOUR			PM PEAK HOUR			ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Sakioka Farms Specific Plan (OTM 2030)							
TOTAL	6,705	1,665	8,370	2,220	6,518	8,738	70,750
Alternative 2, Housing							
Housing (890 DU)	151	445	596	401	294	694	7,120
General Light Industrial (4,900 TSF)	2,842	882	3,724	1,225	2,989	4,214	31,850
Office (400 TSF)	664	92	756	124	604	728	5,400
Business Park (2,300 TSF)	2,576	506	3,082	529	2,208	2,737	24,012
General Commercial (100 TSF)	51	33	84	146	159	305	3,500
TOTAL	6,284	1,958	8,242	2,425	6,254	8,679	71,882
Trip Reductions	-421	+293	-128	+205	-264	-59	+1,132
% Difference	-6%	+18%	-2%	+9%	-4%	-1%	+2%
Source: Austin Foust, March 2010.							

Because Alternative 2 includes development of the same site substantially the same mix of land uses, with the exception of the housing substitution, as under the proposed Project, the traffic impacts identified for the proposed Project would also occur under this alternative, and the traffic mitigation measures would also apply to this alternative.

Roadway and traffic circulation infrastructure developed by the proposed Project would be designed and constructed to meet or exceed the standards of the Oxnard Public Works Department, and after mitigation no Project-related circulation impacts would occur. Parking facilities for motor vehicles and bicycles would be provided in accordance with the City's parking standards. Under Alternative 2, roadway and circulation infrastructure and vehicle/bicycle parking would also meet or exceed the standards of the Oxnard Public Works Department, and no significant Project impacts would occur under Alternative 2.

Air Quality

Impacts related to consistency with the AQMP and operational CO and GHG emissions under the proposed Project would be less than significant for the Project but cumulatively significant. Construction emissions and operational ROC and NOx emissions would be less than significant after mitigation. Because Alternative 2 includes development of approximately the same amount of square footage and substantially the same mix of land uses, impacts related to AQMP and operational CO and GHG emissions under this alternative would be similar to the proposed Project. Mitigation measures would reduce construction emissions and operational ROC and NOx impacts under Alternative 2 to less than significant, as well.

Noise

The proposed Project would result in less than significant impacts related to groundborne vibration and operational off-site noise levels; less than significant (with mitigation) related to construction noise and

operational on-site noise levels; and significant and unavoidable related to cumulative roadway noise. Because Alternative 2 includes development of the same site and of approximately the same overall amount of square footage and substantially the same mix of land uses as under the proposed Project, the noise impacts identified for the proposed Project would also occur under this alternative and the same mitigation measures would apply to the alternative.

Population and Housing

The proposed Project would result in less than significant impacts related to direct and indirect growth impacts and would not result in any impacts related to housing or population displacement. This alternative would reduce employment by about 10 percent, about 1,500 jobs, and adds 890 housing units with an estimated 3,382 residents based on a large household size of 3.8 persons per unit. The resulting 2035 projected Oxnard-Port Hueneme jobs-housing balance would be 98,114 jobs to 80,097 units, or 1.22 jobs per unit, still within the desirable ratio range.

Public Services

The proposed Project would result in less than significant impacts related to fire, police, school services, parks and recreational services, and library services. Because Alternative 2 includes development of the same site and development of approximately the same overall amount of square footage and substantially the same mix of land uses except for the 890 housing units, impacts related to public services identified for the proposed Project would change somewhat from an orientation completely towards industrial and commercial uses to include the 890 unit residential community. The 890 units are about a two-percent increase from an estimated Citywide total of 53,000 housing units for the year 2010. Utilities and services would be adjusted to accommodate the housing versus the displaced uses but remain adequate with incorporation of the same Project mitigations.

Utilities

The proposed Project would result in less than significant impacts related to utilities. Because Alternative 2 includes development of the same site and development of approximately the same overall amount of square footage and substantially the same mix of land uses except for the housing, impacts related to utilities identified for the proposed Project would also occur under this alternative.

RELATIONSHIP OF ALTERNATIVE 2 TO THE PROJECT OBJECTIVES

Alternative 2 would meet the following Project objectives:

- Implement the goals and policies of the Oxnard 2020 (or 2030) General Plan by defining the physical development of the Sakioka Farms Business Park site.
- Provide the framework and guidelines for a well-planned phased business park development and achieve a high level of quality design.

- Provide flexible business options – including a mix of business research, professional office, light industrial, and commercial – appropriate for regional freeway-adjacent uses and responsive to market conditions.
- Enhance the existing job base in the City of Oxnard through the creation of a broad range of employment and career opportunities.
- Allow the option of affordable housing and workforce housing to be developed in close proximity to employment centers.
- To allow for innovative, feasible features that assist the City in implementing relevant General Plan and related environmental and planning goals, policies, and programs.
- Allow continued agricultural cultivation throughout the buildout of the Project.

The City's objective would be partially met by the introduction of affordable and work force housing in close proximity to new employment. This jobs-near-housing proximity should result in fewer work trips, less traffic congestion and reductions in air quality and greenhouse gas emissions. The housing option could be a major component of the yet-to-be-developed regional Sustainable Communities Strategy required by SB 375.

ALTERNATIVE 3 – REDUCED PROJECT WITH HOUSING

Under the Reduced Project with Housing Alternative (Alternative 3), the general mix and pattern of land uses proposed under the Housing Substitution (Alternative 2) would be provided at the site, and the commercial and industrial density would be reduced by 20 percent resulting in a total reduction of 2.4 million square feet of commercial and industrial space compared to the Project. The same number of residential units (890) would be provided. This alternative would result in the development of the following:

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

A discussion of the potential environmental impacts associated with Alternative 3 as compared to the proposed Project is below.

Land Use

The proposed Project would not result in any impacts related to physical division of a community or conflict with a habitat/natural conservation plan. Because Alternative 3 includes development of the same site with land uses that are reduced by approximately 2.4 million square feet, land use impacts similar to those identified for the proposed Project would occur under this alternative.

Agricultural Resources

Conversion of existing agricultural land as a result of implementation of the Project would be a significant and unavoidable impact. Because Alternative 3 includes development of the same site, conversion of farmland under this alternative would also be significant and unavoidable. Due to the reduction in the overall amount of square footage, Alternative 3 could result in about 20 percent less developed land that could remain in active agriculture and/or serve as a stormwater retention area during large rain events.

The Project site is not under Williamson Act Contract and is not zoned for agricultural uses. Thus, Alternative 3 would not result in any impacts related to this issue.

The proposed location of light industrial land uses near agricultural lands would not result in any conflicts, and impacts related to this issue would be less than significant.

Aesthetics

The proposed Project would not obstruct or substantially affect scenic vistas or scenic resources. The proposed Project would not degrade the visual character and quality of the Project site and area. No light-sensitive land uses would be affected by the proposed Project, and with mitigations that limit or avoid excessive light spillage onto adjacent properties and prevent the use of highly reflective building materials aesthetics impacts of the proposed Project would be less than significant.

Alternative 3 includes development of the same site as under the proposed Project with an overall reduction of approximately 2.4 million square feet of commercial and industrial space. Design standards in the Specific Plan, including those related to light and glare, would apply to Alternative 3. Thus Alternative 3 would not result in any significant impacts related to aesthetics. Due to the possible reduction in the overall amount of site development, the less than significant impacts related to aesthetics may allow vistas to be wider and/or retained compared to Project buildout, depending on how the 20% reduction is developed.

Biological Resources

Impacts related to special-status species, sensitive natural communities, wetlands, and migratory wildlife corridors under the proposed Project would be less than significant. Because Alternative 3 includes development of the same site, impacts related to biological resources would be similar to those identified for the proposed Project. Further, because of the lower overall density of this alternative, sensitive biological areas are available to either retain and/or for mitigation if needed.

Geology and Soils

Through compliance with applicable building standards and codes, impacts related to geology and soils under the proposed Project would be less than significant. Alternative 3 includes development of the same site with land uses with an overall reduction of approximately 2.4 million square feet. Alternative 3 will be subject to the same geotechnical issues that have been identified in this EIR, and would comply with applicable building standards and codes, which would reduce impacts to less than significant.

Hazards and Hazardous Materials

Through compliance with applicable standards and mitigations related to abatement of hazardous materials and the use, transport, storage, and disposal of hazardous materials, impacts related to these issues under the proposed Project would be less than significant. Further, because none of the proposed residential units would be located within the ETPZ for Camarillo Airport, no significant impacts related to this issue under the proposed Project would occur.

Because Alternative 3 includes development of the same site as under the proposed Project, the potential to encounter hazardous materials/hazardous waste and oil/gas wells at the Project site and the need to abate and dispose of hazardous materials is the same as identified for the proposed Project, and the mitigation measures identified in this EIR for these impacts would apply to Alternative 3. Because Alternative 3 includes development of land uses that are less than those proposed by the Project, the types

of hazardous materials identified in this EIR that could be used, transported, stored, and disposed of by the proposed uses would be the same under Alternative 3, although there could be up to 20% less activity. Under Alternative 3, no residential land uses would be placed within the ETPZ, and no significant impacts related to this issue would occur, similar to the proposed Project.

Hydrology and Water Quality

Through compliance with the requirements of a SWPPP and the SQUIMP, water quality impacts under the proposed Project would be less than significant. Development of Alternative 3 would also require compliance with a SWPP and with the SQUIMP, which would ensure that water quality impacts under the alternative would be less than significant, and with 20% less development the options to treat water on-site would be greater.

The Project site is not a significant area for groundwater recharge and the proposed Project would not result in significant impacts. Because Alternative 3 includes development of the same site as under the proposed Project, impacts related to groundwater recharge under this alternative would be the same as under the proposed Project.

The proposed Project would increase the amount of impervious surface at the Project site, thereby increasing the amount of runoff from the site during a storm event. Storm water detention facilities would be constructed, with outlet control structures to effectively limit storm water discharges from the site to not exceed existing runoff rates. Development would be required to implement hydraulic control measures to prevent accelerated downstream erosion. Impacts related to erosion and flooding under the proposed Project would be less than significant. Alternative 3 includes development of the same site as under the proposed Project with land uses that include housing, with an overall reduction of approximately 2.4 million square feet. Alternative 3 would develop less impervious surface and would generate less runoff than under the proposed Project. Alternative 3 would also require storm water detention, hydraulic control measures, and properly sized storm drainage facilities. Thus, impacts related to erosion and flooding under Alternative 3 would be the same or less than those as identified for the proposed Project.

Due to the distance of the Project site from any dam, coast, or large body of water, impacts related to flooding associated with potential dam failure, seiche, or tsunami would be less than significant. As Alternative 3 would develop the same site, dam failure, seiche, or tsunami impacts would also be less than significant.

Transportation/Traffic

With Alternative 3, peak hour traffic would be reduced by about 20 percent and average daily trips would decrease by 17 percent as shown in the table below. With this reduction in trips, the intersection of Rose Avenue & Gonzales Road would be less impacted compared to the Project and Alternative 2. Cumulative impacts would still occur at several other intersections (i.e., operating below LOS C).

**Table IV-3
Trip Generation Comparison**

LAND USE	AM PEAK HOUR			PM PEAK HOUR			ADT	
	IN	OUT	TOTAL	IN	OUT	TOTAL		
Sakioka Farms Specific Plan (OTM 2030)								
TOTAL	6,705	1,665	8,370	2,220	6,518	8,738	70,750	
Alternative 3, Reduced Project + Housing								
Housing (890 DU)	151	445	596	401	294	694	7,120	
General Light Industrial (3,920 TSF)	2,274	706	2,980	980	2,391	3,371	25,480	
Office (320 TSF)	531	74	605	99	483	582	4,320	
Business Park (1,840 TSF)	2,061	405	2,466	423	1,766	2,190	19,210	
General Commercial (80 TSF)	41	26	67	117	127	244	2,800	
TOTAL	5.058	1.656	6.714	2,020	5.061	7.082	58.930	
Trip Reductions	-1,647	-9	-1,686	-200	-1,457	-1,656	-11,820	
% Difference	-25%	-1%	-20%	-9%	-22%	-19%	-17%	
Source: Austin Foust, March 2010.								

As Alternative 3 an overall reduction of approximately 2.4 million square feet, most of the traffic mitigations identified for the proposed Project would apply to the alternative.

Roadways and circulation infrastructure developed under the proposed Project would be designed and constructed to meet or exceed the standards of the Oxnard Public Works Department. Off-street parking would be provided in accordance with the City's parking standards. Under Alternative 3, roadway and circulation infrastructure and off-street parking also would be constructed and provided to meet or exceed the standards of the Oxnard Public Works Department, similar to the proposed Project.

Air Quality

Impacts related to consistency with the AQMP and operational CO and GHG emissions under the proposed Project would be less than significant for the Project but cumulatively significant. Construction emissions and operational ROC and NOx emissions would be mitigated as outlined in the EIR that would reduce these impacts to less than significant. Alternative 3 includes 20% less development and housing. AQMP and operational CO and GHG emissions under this alternative would be less than significant, and less than the proposed Project, but remain cumulatively significant. Construction and operational ROC and NOx emissions would occur under this alternative, the mitigation measures prescribed in this EIR would reduce the impacts to less than significant.

Noise

The proposed Project would result in less than significant Project impacts related to groundborne vibration, off-site noise levels, construction noise and operational on-site noise levels. Significant unavoidable cumulative roadway noise would occur. Because Alternative 3 includes less development and housing, noise impacts under this alternative would be reduced but cumulative impacts would still occur.

Population and Housing

The proposed Project would result in less than significant impacts related to direct and indirect growth impacts and would not result in any impacts related to housing or population displacement. Because Alternative 3 includes housing and 20% less development, the population and housing impacts would also occur under this alternative, although there is the opportunity for the housing to accommodate a greater portion of Alternative 3 employment.

Public Services

The proposed Project would result in less than significant impacts related to fire, police, school services, parks and recreational services and library services. Because Alternative 3 includes development of the same site with 20% less development and housing, the public services impacts identified for the proposed Project would also occur under this alternative, although to a lesser degree due to the reduction in commercial and industrial square footage.

Utilities

The proposed Project would result in less than significant impacts related to utilities. Because Alternative 3 includes development of the same site with and housing and an overall reduction of approximately 2.4 million square feet, the utilities impacts identified for the proposed Project would also occur under this alternative, although to a lesser degree due to the reduction in commercial and industrial square footage.

RELATIONSHIP OF ALTERNATIVE 3 TO THE PROJECT OBJECTIVES

Alternative 3 would meet the following Project objectives:

- Implement the goals and policies of the Oxnard General Plan by defining the physical development of the Sakioka Farms Business Park site.
- Provide the framework and guidelines for a well-planned phased business park development and achieve a high level of quality design.
- Provide flexible business options – including a mix of business research, professional office, light industrial, and commercial – appropriate for regional freeway-adjacent uses and responsive to market conditions.
- Enhance the existing job base in the City of Oxnard through the creation of a broad range of employment and career opportunities.
- Allow the option of affordable housing and workforce housing to be developed in close proximity to employment centers.
- Allow continued agricultural cultivation throughout the buildout of the Project.
- To allow for innovative, feasible features that assist the City in implementing relevant 2020 (or 2030) General Plan and related environmental and planning goals, policies, and programs.

It is not known if this alternative is economically feasible given that the infrastructure costs would be essentially the same as with the proposed Project but the market value would be diminished by 20%.

ALTERNATIVE 4 – “GREEN” SUSTAINABLE DESIGN

Alternative 4 is to explore the feasibility of alternative site and building designs generally called “sustainable” or “green” in the development industry. The assumption is that scale of the Project is large enough to reach a level of economic feasibility that is otherwise difficult to achieve on smaller projects. This alternative would be developed with the same mix and density of land uses envisioned under Alternative 2. Alternative 4 would require the incorporation of environmentally “green” features that are equivalent to certification under the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. LEED emphasizes state-of-the-art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor air quality. The loss of agricultural land would be partly mitigated through the implementation of an urban orchard throughout the landscaped areas of the site and possible use of roof areas for small-scale agriculture (i.e., “green roofs”). These areas would be cultivated with tree or row crops that would provide resources and income along with unique landscape characteristics that represent the agricultural history of the site. Solar and wind easements would be provided on the roofs of all site buildings for the possible generation of electricity to power the uses at the site and to sell into the regional grid, if feasible. A municipal renewable energy utility could be created to buy the on-site power and transmit to Project occupants. Stormwater runoff would be collected, filtered, and made available for injection into the aquifer under appropriate regulations. The entire Project area would be dual-plumbed to use recycled water for landscaping irrigation, industrial uses, and allowed interior uses. The recycled water would be provided from the City’s GREAT Program via a new pipeline connection jointly and proportionally developed by recycled water users in the Northeast Industrial Area. A discussion of the potential environmental impacts associated with Alternative 4 as compared to the proposed Project is below.

Land Use

This EIR concluded that the proposed Project would not result in any impacts related to physical division of a community and conflicts with a habitat/natural conservation plan, and that the proposed Project would be consistent with all applicable plans, policies, and regulations. Because Alternative 4 includes development of the same site with housing and other uses substantially similar to Alternative 2, the land use impacts identified for the proposed Project would occur under this alternative.

Agricultural Resources

Conversion of the existing agricultural land would remain a significant and unavoidable cumulative impact, but may be reduced by incorporating an urban orchard throughout the site and implementing rooftop agriculture.

The Project site is not under Williamson Act Contract and is not zoned for agricultural uses. Thus, Alternative 4 would not result in any impacts related to this issue, similar to the proposed Project.

The proposed location of the light industrial land uses near agricultural lands outside of the Specific Plan area would not result in any conflicts that potentially could convert agricultural lands into non-agricultural uses, and impacts related to this issue would be less than significant. Under Alternative 4, the proposed

location of the light industrial land uses would be the same as under the proposed Project. As such, no conflicts would occur under Alternative 4, and impacts would be less than significant, similar to the proposed Project.

Aesthetics

This EIR concluded that the proposed Project would not obstruct or substantially affect scenic vistas or scenic resources in the Project area. The proposed Project would not degrade the visual character and quality of the Project site and area. The Specific Plan includes guidelines to limit or avoid excessive light spillage onto adjacent properties and to prevent the use of highly reflective building materials which cause glare. Therefore, impacts of the proposed Project related to aesthetics would be less than significant. Alternative 4 includes development of the same site as under the Alternative 2; design standards outlined in the Specific Plan, including those related to light and glare, would apply to Alternative 4, as well. Thus, similar to the proposed Project, Alternative 4 would not result in any significant impacts related to aesthetics.

Biological Resources

Special-status species, sensitive natural communities, wetlands, and migratory wildlife corridor impacts under the proposed Project would be less than significant. Additionally, the proposed Project would not conflict with any ordinances protecting biological resources. Because Alternative 4 includes development of the same site as under the proposed Project, the same impacts related to biological resources that were identified for the proposed Project would also occur under this alternative, and the mitigation measures prescribed for the impacts would also apply to the alternative. Depending on the type of wind facilities that could be developed as part of this alternative, additional mitigation to protect certain special-status avian species and migratory birds could be required.

Geology and Soils

With compliance with applicable building standards and codes, impacts related to geology and soils under the proposed Project would be less than significant. Alternative 4 includes development of the same site as under the proposed Project. Development under Alternative 4 will be subject to the same geotechnical issues and through compliance with applicable building standards and codes impacts related to geology and soils would be reduced to less than significant, similar to the proposed Project.

Hazards and Hazardous Materials

With mitigation, impacts related to hazardous materials/hazardous waste and oil/gas wells under the proposed Project would be less than significant, and the use, transport, storage, and disposal of hazardous materials, impacts related to these issues would also be less than significant. Because none of the proposed residential units would be located within the ETPZ for Camarillo Airport, no significant impacts related to this issue under the proposed Project would occur.

Because Alternative 4 includes development of the same site as under the proposed Project, the potential to encounter hazardous materials/hazardous waste and oil/gas wells at the Project site and the need to

abate and dispose of hazardous materials is the same as identified for the proposed Project, and the mitigation measures for these impacts would apply to Alternative 4. Because Alternative 4 includes development of substantially similar land uses to those proposed as part of the Specific Plan, the types of hazardous materials identified in this EIR that could be used, transported, stored, and disposed of by the proposed uses would be the same under Alternative 4. Under Alternative 4, no residential land uses would be placed within the ETPZ, and no significant impacts related to this issue would occur, similar to the proposed Project.

Hydrology and Water Quality

Through compliance with the requirements of a SWPPP and the SQUIMP, water quality impacts under the proposed Project would be less than significant. Development of Alternative 4 would also require compliance with a SWPP and with the SQUIMP, which would ensure that water quality impacts under the alternative would be less than significant.

The Project site is not a significant area for groundwater recharge, due to geology, and the proposed Project would not result in any significant impacts related to groundwater recharge. Because Alternative 4 includes development of the same site as under the proposed Project, impacts related to groundwater recharge under this alternative would be the same as under the proposed Project.

This EIR concluded that the proposed Project would increase the amount of impervious surface at the Project site, thereby increasing the amount of runoff from the site during a storm event. Storm water detention facilities would be constructed as part of the proposed Project, with outlet control structures to effectively limit storm water discharges from the site to not exceed existing runoff rates. Additionally, all development would be required to implement hydraulic control measures to prevent accelerated downstream erosion. All storm drainage facilities developed would be required to be properly sized to accommodate anticipated runoff volumes. Impacts related to erosion and flooding (due to inadequate storm drainage) under the proposed Project would be less than significant. Alternative 4 includes development of the Project site with approximately the same amount of impervious surface, and the amount of runoff from the site during a storm event under the alternative would be similar to that calculated for the proposed Project. Development of Alternative 4 would also require storm water detention, hydraulic control measures, and properly sized storm drainage facilities. Thus, impacts related to erosion and flooding under Alternative 4 would be the same as identified for the proposed Project.

This EIR concluded that due to the distance of the Project site from any dam, coast, or large body of water, impacts related to flooding associated with potential dam failure, seiche, or tsunami would be less than significant. As Alternative 4 would develop the same site, dam failure, seiche, or tsunami impacts would also be less than significant.

Transportation/Traffic

With Alternative 4, the difference in trip generation would be negligible, as the peak hour traffic would be reduced in the peak hours but increased in the average daily trips by about two percent as shown in the table below. It should be noted that the change in land use with the multi-family residential units did alter the directionality of the Project traffic slightly in comparison to the proposed Project.

**Table VI-4
Trip Generation Comparison**

LAND USE	AM PEAK HOUR			PM PEAK HOUR			ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Sakioka Farms Specific Plan (OTM 2030)							
TOTAL	6,705	1,665	8,370	2,220	6,518	8,738	70,750
Alternative 2, Housing							
Housing (890 DU)	151	445	596	401	294	694	7,120
General Light Industrial (4,900 TSF)	2,842	882	3,724	1,225	2,989	4,214	31,850
Office (400 TSF)	664	92	756	124	604	728	5,400
Business Park (2,300 TSF)	2,576	506	3,082	529	2,208	2,737	24,012
General Commercial (100 TSF)	51	33	84	146	159	305	3,500
TOTAL	6,284	1,958	8,242	2,425	6,254	8,679	71,882
Trip Reductions	-421	+293	-128	+205	-264	-59	+1,132
% Difference	-6%	+18%	-2%	+9%	-4%	-1%	+2%
Source: Austin Foust, March 2010.							

Because Alternative 4 includes development of the same site and development of the same overall amount of square footage with the housing substitution as under the proposed Project, the traffic impacts identified for the proposed Project would also occur under this alternative, and the mitigation measures identified for traffic impacts would apply.

This EIR concluded that all the roadways and traffic circulation infrastructure that is developed under the proposed Project would be designed and constructed to meet or exceed the standards of the Oxnard Public Works Department, and no circulation or compatibility impacts would occur. Off-street parking facilities for motor vehicles and bicycles would be provided in accordance with the City's parking standards. Under Alternative 4, roadway and circulation infrastructure and off-street parking that are developed under the alternative also would be constructed and provided to meet or exceed the standards of the Oxnard Public Works Department, and no impacts related to this issue would occur.

Air Quality

This EIR concluded that operational CO and GHG emissions under the proposed Project are cumulatively significant. Impacts related to construction emissions and operational ROC and NOx emissions would be significant, and implementation of mitigation measures would reduce these Project significant impacts to less than significant. Because Alternative 4 includes development of the overall amount of square footage and substantially the same mix of land uses, impacts related CO and GHG emissions would be less than significant. The significant impacts related to construction emissions and operational ROC and NOx emissions identified for the proposed Project also would occur, and the mitigation measures would reduce the significant Project impacts to less than significant.

Noise

The Project results in significant cumulative impacts related to groundborne vibration and operational off-site noise levels; less than significant impacts (with mitigation) related to construction noise and operational on-site noise levels; and significant unavoidable impacts related to cumulative roadway noise. Because Alternative 4 includes development of the same site and development of substantially the same mix of land uses with housing as under the proposed Project, the noise impacts identified for the proposed Project would also occur under this alternative and the mitigation measures identified for construction noise and operational on-site noise levels would apply to the alternative, as well.

Population and Housing

This EIR concluded that the proposed Project would not result in impacts related to housing or population displacement. Because Alternative 4 includes development of the 890 housing units, impacts are beneficial compared to the proposed Project.

Public Services

This EIR concluded that the proposed Project would result in less than significant impacts related to fire, police, school services, parks and recreational services, and library services. Because Alternative 4 includes development housing and a park, although impacts related to public services would also occur under this alternative, they would be mitigated through standard residential development policies. Additionally, Alternative 4 includes development of an elementary school that would further reduce impacts related to school services.

Utilities

This EIR concluded that the proposed Project would result in less than significant impacts related to utilities. Because Alternative 4 includes development of the same site and development of substantially the same mix of land uses with housing as under the proposed Project, the less than significant impacts related to utilities would also occur. Because this alternative uses solar power and other sustainable ‘green’ measures, the amount of energy and water consumed under Alternative 4 would be less than under the proposed Project.

RELATIONSHIP OF ALTERNATIVE 4 TO THE PROJECT OBJECTIVES

Alternative 4 would meet the following Project objectives:

- Implement the goals and policies of the Oxnard 2020 (or 2030) General Plan by defining the physical development of the Sakioka Farms Business Park site.
- Provide the framework and guidelines for a well-planned phased business park development and achieve a high level of quality design.

- Provide flexible business options – including a mix of business research, professional office, light industrial, and commercial – appropriate for regional freeway-adjacent uses and responsive to market conditions.
- Enhance the existing job base in the City of Oxnard through the creation of a broad range of employment and career opportunities.
- Allow the option of affordable housing and workforce housing to be developed in close proximity to employment centers.
- To allow for innovative, feasible features that assist the City in implementing relevant General Plan and related environmental and planning goals, policies, and programs.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an EIR alternatives analysis include designation of an “environmentally superior” alternative. Based on the analysis presented in this section, Alternative 1, the Remains Agricultural (No Project) Alternative, would result in the greatest reduction in impacts identified for the proposed Project and would be the environmentally superior alternative. However, CEQA requires that if the environmentally superior alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives (*State CEQA Guidelines*, Section 15126.6[e][2]). Based on the analysis provided above, Alternative 4, the “Green” Sustainable Design, was selected as the environmental superior alternative, because this alternative would result in the greatest reduction in significant Project and overall impacts.

**Table VI-5
Comparison of the Impacts under the proposed Project and Alternatives**

Environmental Issues Analyzed in the EIR	Proposed Project	Impacts under the Alternatives			
		Alternative 1: Remains Ag (No Project)	Alternative 2: 890 Housing Units	Alternative 3: Reduced Density w/o Housing	Alternative 4: Green Sustainable Design
Land Use					
Physically Divide a Community	NI	NI/NC	NI	NI	NI
Land Use Consistency	LTS	NI/NC	LTS	LTS	LTS
Habitat/Natural Conservation Plan	NI	NI/NC	NI	NI	NI
Agricultural Resources					
Conversion of Farmland of Statewide Importance	SU	NI/NC	SU	SU	SU
Conflict With Existing Zoning or a Williamson Act Contract	NI	NI/NC	NI	NI	NI
Conversion of Agricultural Lands to Non-Agricultural Uses	LTS	NI/NC	LTS	LTS	LTS
Aesthetics					
Scenic Vistas	LTS	NI/NC	LTS	LTS	LTS
Scenic Resources	LTS	NI/NC	LTS	LTS	LTS
Visual Character and Quality	LTS	NI/NC	LTS	LTS	LTS
Light and Glare	LTS	NI/NC	LTS	LTS	LTS
Biological Resources					
Special-Status Species	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Sensitive Natural Communities	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Wetlands	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Migratory Wildlife Corridors	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Conflict with Protection Ordinances	LTS	NI/NC	LTS	LTS	LTS
Habitat/Natural Conservation Plan	NI	NI/NC	NI	NI	NI
Geology & Soils					
Construction Impacts					
-Soil Erosion	LTS	NI/NC	LTS	LTS	LTS
-Unstable Slopes	LTS	NI/NC	LTS	LTS	LTS
Operational Impacts					
-Fault Rupture	LTS	NI/NC	LTS	LTS	LTS
-Seismic Shaking	LTS	NI/NC	LTS	LTS	LTS
-Liquefaction	LTS	NI/NC	LTS	LTS	LTS

Table VI-5
Comparison of the Impacts under the proposed Project and Alternatives

Environmental Issues Analyzed in the EIR	Proposed Project	Impacts under the Alternatives			
		Alternative 1: Remains Ag (No Project)	Alternative 2: 890 Housing Units	Alternative 3: Reduced Density w/o Housing	Alternative 4: Green Sustainable Design
-Expansive Soils	LTS	NI/NC	LTS	LTS	LTS
Hazards & Hazardous Materials					
Construction Impacts					
-Hazardous Materials/Hazardous Wastes	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
-Oil/Gas Wells	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
-Polychlorinated Biphenyls	LTS	NI/NC	LTS	LTS	LTS
-Asbestos-Containing Materials	LTS	NI/NC	LTS	LTS	LTS
-Lead-Based Paint	LTS	NI/NC	LTS	LTS	LTS
Construction Impacts					
Hazardous Materials	LTS	NI/NC	LTS	LTS	LTS
Aircraft Hazards	LTS	NI/NC	LTS	LTS	LTS
Hydrology & Water Quality					
Water Quality	LTS	NI/NC	LTS	LTS	LTS
Groundwater	LTS	NI/NC	LTS	LTS	LTS
Drainage	LTS	NI/NC	LTS	LTS	LTS
Flooding	LTS	NI/NC	LTS	LTS	LTS
Failure of a Levee or Dam	LTS	NI/NC	LTS	LTS	LTS
Seiche or Tsunami	LTS	NI/NC	LTS	LTS	LTS
Transportation/Traffic					
Intersection Capacity	LTS w/M	NI/NC	SU	LTS w/M	SU
Freeway Capacity	LTS w/M	NI/NC	SU	LTS w/M	SU
Change in Air Traffic Patterns	NI	NI/NC	NI	NI	NI
Project Site Access and Internal Circulation	LTS	NI/NC	LTS	LTS	LTS
Parking	LTS	NI/NC	LTS	LTS	LTS
Alternative Transportation	LTS	NI/NC	LTS	LTS	LTS
Air Quality					
Consistency with the 2007 AQMP	LTS	NI/NC	LTS	LTS	LTS

**Table VI-5
Comparison of the Impacts under the proposed Project and Alternatives**

Environmental Issues Analyzed in the EIR	Proposed Project	Impacts under the Alternatives			
		Alternative 1: Remains Ag (No Project)	Alternative 2: 890 Housing Units	Alternative 3: Reduced Density w/o Housing	Alternative 4: Green Sustainable Design
Construction Period Emissions	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Operational Emissions – Daily Emissions of ROC and NO _x	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Operational Emissions – Localized CO Concentrations	LTS	NI/NC	LTS	LTS	LTS
Operational Emissions – Greenhouse Gas Emissions	LTS	NI/NC	LTS	LTS	LTS
Noise					
Construction Noise	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Construction Groundborne Vibration	LTS	NI/NC	LTS	LTS	LTS
Operational Noise – Locations On Site	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Operational Noise – Locations Off Site	LTS	NI/NC	LTS	LTS	LTS
Contribution to Cumulative Roadway Noise	SU	NI/NC	SU	SU	SU
Population and Housing					
Direct Growth	LTS	NI/NC	LTS	LTS	LTS
Indirect Growth					
-Construction-Related Population and Housing Growth	LTS	NI/NC	LTS	LTS	LTS
- Operational Population and Housing Growth	LTS	NI/NC	LTS	LTS	LTS
Housing or Population Displacement	NI	NI/NC	NI	NI	NI
Public Services					
Fire Services	LTS	NI/NC	LTS	LTS	LTS
Police Services	LTS	NI/NC	LTS	LTS	LTS
School Services	LTS	NI/NC	LTS	LTS	LTS
Parks and Recreational Services	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Library Services	LTS w/M	NI/NC	LTS w/M	LTS w/M	LTS w/M
Utilities					
Water Supply	LTS	NI/NC	LTS	LTS	LTS
Wastewater Service	LTS	NI/NC	LTS	LTS	LTS
Solid Waste	LTS	NI/NC	LTS	LTS	LTS
Electricity	LTS	NI/NC	LTS	LTS	LTS

Table VI-5
Comparison of the Impacts under the proposed Project and Alternatives

Environmental Issues Analyzed in the EIR	Proposed Project	Impacts under the Alternatives			
		Alternative 1: Remains Ag (No Project)	Alternative 2: 890 Housing Units	Alternative 3: Reduced Density w/o Housing	Alternative 4: Green Sustainable Design
Natural Gas	LTS	NI/NC	LTS	LTS	LTS
<p><i>Notes:</i></p> <p><i>NI = No Impact; NC = No change from the existing condition; LTS = Less Than Significant Impact; LTS w/M = Less than significant-Impact-With-Mitigation; NA = Not Applicable; SU = Significant Unavoidable Impact</i></p> <p><i>Source: Christopher A. Joseph & Associates, August 2009.</i></p>					

VII. EIR PREPARERS AND APPLICANT TEAM

CEQA LEAD AGENCY

City of Oxnard

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